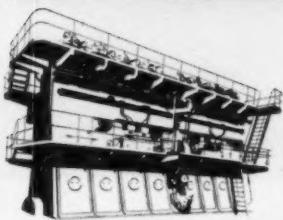


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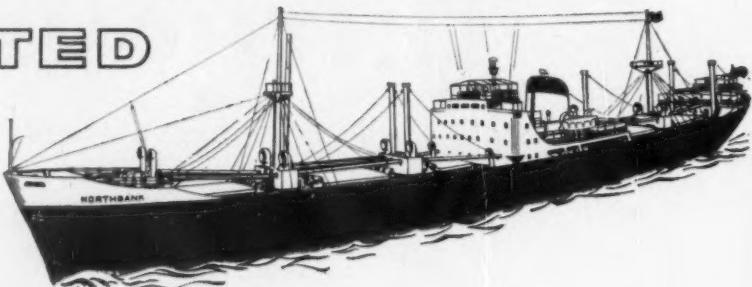
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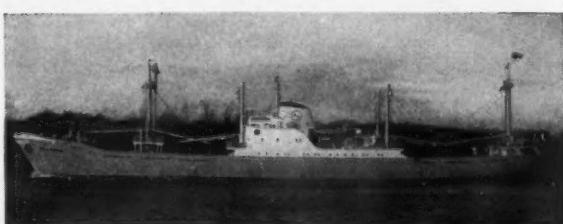
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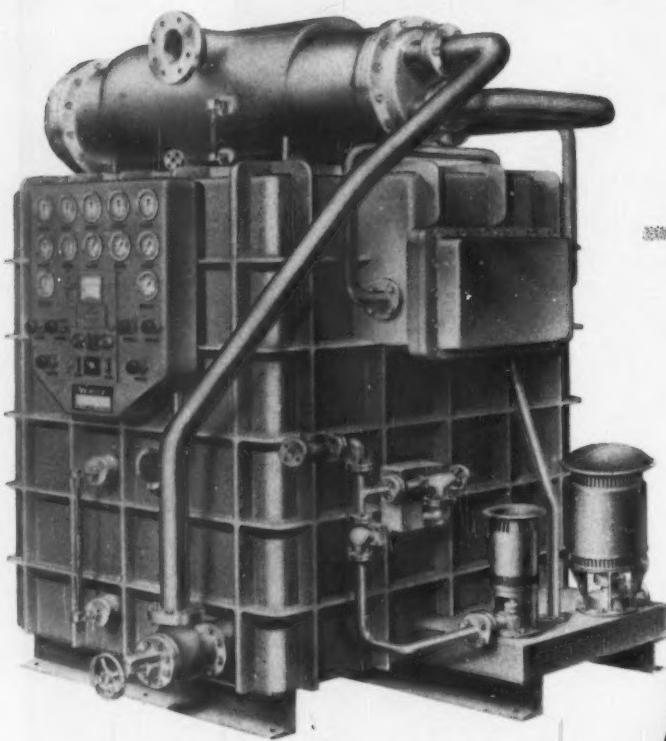
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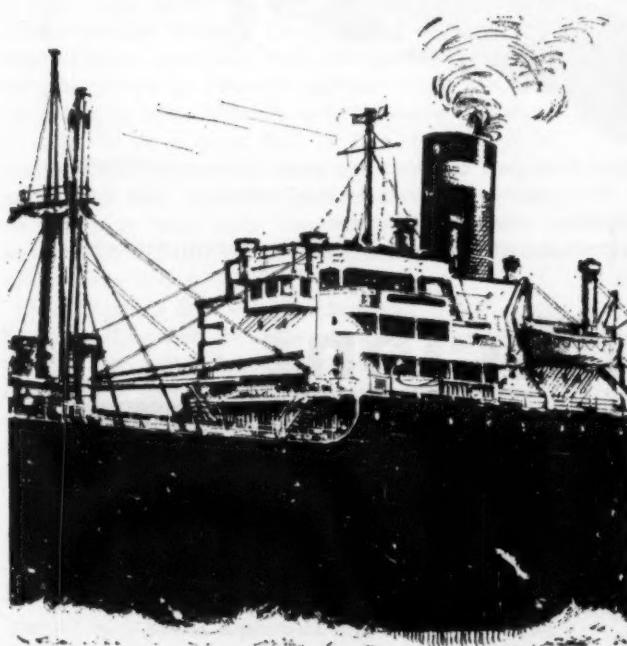
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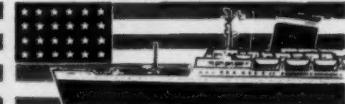
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THE SHIPPING WORLD

THE "NORTHERN STAR"

THE FACT is now generally appreciated that when the new Shaw Savill passenger liner *Northern Star* entered the water at the Walker shipyard of Vickers-Armstrongs (Shipbuilders) Ltd, the British shipbuilding industry was for the first time since the war without a passenger liner on the stocks. In addition to the *Northern Star* there is one other, the British & Commonwealth's *Transvaal Castle*, fitting out; this latter being under construction by John Brown & Co (Clydebank) Ltd. There is thus going to be a distinct hiatus in the construction of this class of tonnage—a type of ship in which British shipbuilding excels.

However this is not to imply that there will be anything more than a temporary hiatus. The contract for the *Queen Mary* replacement is of course in the air at the moment, and if and when it comes this will be the biggest contract for a passenger ship ever placed in this country. Other orders can reasonably be foreseen. To give one example, having committed themselves to a faster mail service to South Africa, the British & Commonwealth Shipping Company are likely to continue ordering until they have enough ships to maintain the service as planned, and something else may well come up here. Apart from new construction, there is likely to be a good deal of face-lifting of older postwar ships to meet changing requirements. To give an example here, although Harland & Wolff now has no passenger liner under construction at Belfast, it has the *Kenya Castle* being modernised, and the *Queen of Bermuda* is due there this autumn.

The *Northern Star* was launched with typical grace by Queen Elizabeth the Queen Mother, who was performing her first official function since fracturing a bone in her foot, and had to travel about the yard in a wheelchair. The previous Shaw Savill passenger liner *Southern Cross*, it may be recalled, was launched

in 1954 by H.M. the Queen. If the *Northern Star* cannot be described as revolutionary, this is only because she follows after *Southern Cross*, which broke so much new ground with her engines-aft arrangement and the elimination of all cargo-carrying capacity. The fact that the *Northern Star* keeps so closely in her design features to the design of the *Southern Cross*, after her owners have had five years' experience with the latter ship, shows how well the situation was judged in the first place.

The main difference between the two ships is that the *Northern Star* is somewhat larger, with a gross tonnage of 22,000 tons as against 20,000 tons, and a passenger capacity of 1,417 as against 1,160. The slight increase in size will give a corresponding slight increase in economy of operation, providing that the additional capacity can be filled. And here it must be recognised that the Shaw Savill Line is adding very considerably to its capacity on the route to Australia and New Zealand. Although the old *Dominion Monarch* is to be withdrawn next year, this ship carries only 500 passengers and does 2½ voyages a year, and when this is compared with the 1,400-odd passengers and four voyages a year of the *Northern Star* it will be seen that the new ship will carry in a year over four times as many passengers.

The secret, if it can be called that, is no doubt that Shaw Savill has hit on a very nice combination of regular service and cruise. When both the new ships are in service they will offer between them eight round-the-world voyages a year, four in either direction, all of them with one-class ships. While it is perfectly possible to make the trip from one port of call to another, it seems clear that the company is increasingly aiming at tapping the profitable round-the-world cruise market—a market which is steadily growing.

Current Events

Rising to the Challenge

WRITING in a special supplement in the *Glasgow Herald* devoted to the modernisation of his shipyard, Sir William Lithgow, chairman of Lithgows Ltd, has given his ideas on the nature of the challenge to the British shipbuilding industry today, and tells some of the things that have been or can be done to meet it. "For 20 years," he wrote, "our industry's principal anxiety had been to

maintain production. The onslaught of the present recession necessitated a switch three years ago to cutting costs and a vigorous sales effort." He stressed that everyone must be prepared to give the customer what he wants—efficient designs, good prices, prompt delivery, and service. Shipbuilding being an assembly industry, a growing proportion of its cost depends on the sub-contractors and manufacturers of equipment and components. Sir James states that three years ago they found

many suppliers reluctant to cut their prices, so that they were forced to buy overseas. The better prices obtained were often the result of the efficiency of the suppliers and the economy of their designs. "It is interesting that recently British suppliers have been coming back to us with new designs and ideas, which make their prices again competitive. Hard buying resulted in startling revelations of the profit margins in such materials as plastic veneers. Today we at Lithgows are holding our own. Prices are extremely keen; the shake-up, from electric motors to the finished ship, has had a salutary effect." Sir William also pointed out that few, if any, other industries have to quote a fixed price over three years on a buyers' market. In accepting such a contract the shipbuilder had to underwrite not only his own ability to maintain production costs, but also the Government's ability to prevent inflation, a "highly corrosive factor which in competitive times such as these could prove fatal". Sir William's belief is that the inflation malady could be cured if all prices were fixed throughout industry by contracting at least two years ahead, so that a running contract for labour, or steel, could not be terminated until two years after the signing of the contract.

Four-Point Plan

LAUNCHED from the Neptune yard of Swan, Hunter & Wigham Richardson Ltd last week was the *Ilesha Palm*, the last of a series of twelve similar cargo liners built for the Palm Line in the last five years, which has brought well over £10 million of work to the Tyne. Expressing thanks to the builders Mr A. E. Hoffman, chairman and managing director of the owners, said it was worthy of note that each ship had been delivered on the contract date and their performance in service had been up to or exceeded designed speeds and fuel consumption. Mr P. Denham Christie, executive director of the shipbuilders, said that times were not easy, but he thought that yards which had taken pains to make themselves efficient should be able to keep themselves in work. His yard had tried to do this in four ways. They had rebuilt their works and would continue to organise them as changing conditions required. They had also brought into being a special department to carry out research into the design of ships in modern conditions. They were also trying to give young men entering their service a completely new sort of introduction to their working life "which we hope will help to build up a new understanding and partnership between us in the years to come. Lastly we are deploying our very best men in such a way that we may obtain the finest possible results". From these words, and from those of Sir William Lithgow reported above, it is plain that there are at least two British shipyards which have got down to the underlying needs of the situation.

Grain Outlook Until 1965

MUCH HAS been said on the subject of tankers in the grain trade and the depressing influence they have on dry-cargo freight rates. The fact that they have entered the trade in great numbers when importers' shortages have caused a sharp rise in the demand for ships has

perhaps tended to obscure their more permanent influence as a result of depressed oil freight rates. This is one of the developments outlined in the latest *Westinform Report* (No 183). In this survey an outline is given of the trends in world grain demand over the past two seasons, and this is related to deep-sea fixtures, showing that tanker competition for available grain cargoes has become much stronger in the spring when demand for both oil and grain falls off, leaving comparatively little opportunity for dry-cargo ships. Prospects for the remainder of 1961 are outlined in brief. Though it is too early for accurate estimates the overall outlook is moderately good, but there are more substantial hopes of greater opportunities for shipowners in the large-scale purchases by China of Canadian and Australian grain, where tankers may again be in the forefront. Grain is becoming progressively more dominant in the dry-cargo market and it is concluded that this trend will probably continue, in spite of the tendency in highly developed importing countries to reduce bread-grain consumption. Purchases of grain by poorer countries, much of it on special terms, are expected to increase, but the danger exists that the grain-dominated tramp market of the future will be still more unstable than the one well supported by coal, scrap and ore which has so far prevailed, even if tankers continue to set a ceiling to freight rates.

New Italian Policy Form

FROM TIME to time complaints are voiced to the effect that the marine insurance policy form used by British underwriters is an anachronism almost without parallel in modern commercial practice. For the most part the periodic arguments which are put forward are well founded and logical, but they all appear to fall on stony ground. Probably both sides concede something of the other's case, but the monumental task of revising not only the basic "S.G." form or the counterpart which is in current use, and the various Institute clauses which are closely interwoven into its phraseology and legal interpretation, is left to another generation. The announcement that the Italian marine insurance market has introduced a revised standard hull insurance policy and general conditions of insurance is, therefore, to be commended highly. The Italian market for hull insurance does, of course, operate against rather different background to that of the British market, although for underwriting purposes it is conducted on not dissimilar lines, and the intention is that the revised form shall be used for hull business of Italian origin. In the British market, too, there is the added complication to any development of this kind: the traditionally individual approach of underwriters at Lloyd's to any problem of this nature. It is understood that the Italian proposals are based on a marine policy form which is remarkable for its clarity and succinct presentation of the contract terms.

Early Origins

FOR nearly seven centuries marine insurance, as we know it today, has been practised in Italy. It is well established that among their many trading activities centred on Lombard Street in the City of London, the Lombards were familiar with sea insurance. An early English writer on insurance mentions that all sea insurances, both here and in the Low Countries, contained a provision that all things concerning the said insurance were to be as it was accustomed to be done in Lombard Street, London. A clause appears in the Lloyd's form of policy down to this day—" . . . This writing or policy of assurances shall be of as much force and effect as the surest writing or policy of assurance heretofore made in Lombard Street

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"SHIP STORES AND CATERING"

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or in the Royal Exchange or elsewhere in London." In England the India Office Library has proved to be a valuable source of early marine insurance documents. Among its contents are the archives of the East India Company and the India Office, which embody many manuscript records of the early history of commercial progress in the East and particularly in British India from the 16th century onwards. Perhaps one of the best known marine policies coming from this source is a policy dated 1657 on goods shipped in the *Three Brothers of London* for the voyage Macassar to London at a rate of £5 per cent. These goods were insured for £400 and the vessel was on charter to the East India Company in 1656 and made the outward passage to the East Indies in March of that year. This early draft is now over 300 years old but the present form of Lloyd's "S.G." form is still very similar in wording and phraseology.

Freezing of Fish at Sea

TO SUPPORT the view that "the future development of the distant-water fishing industry lies in the direction of freezing fish at sea" the Steering Committee of the Torry Research Station in Aberdeen is following all lines of investigation, from basic research to sea trials, which it thinks will be the most economically and technologically attractive. It also offers, as mentioned in the report for 1960 (HMSO, 3s) to make the Torry Research Station's advisory service freely available to all those in the industry who are contemplating extending their activities to include freezing at sea. The Director (Dr G. A. Reay) points out that with fiercer international competition for limited supplies, methods of freezing fish at sea offer the British industry more efficient and economic ways of exploiting distant fisheries over a widening area. Already work has started on a study of the effect on the final quality of fish of some possible methods of transfer of fish from trawler to trawler or to "mother" processing ship. Distant-water trawler owners are being encouraged to experiment with freezing at sea using the Torry-type vertical-plate freezers, and much advice is being given on planning. One freezing trawler has been launched and the building of others is being considered by the industry.

Congestion Can be an "Obstruction"

A CHARTER dispute of some moment was recently before the Court of Appeal concerning a claim by shipowners for demurrage in respect of a period of nearly a fortnight when the vessel was kept waiting at the loading port through the lack of a berth at which to load. The charterers denied liability to pay demurrage and relied on the exceptions clause in the charterparty, which contained a provision that, if the cargo could not be loaded by reason of obstructions beyond the control of charterers, time for loading should not continue during the continuance of such cause. The question that arose was the meaning of the word "obstructions" in the charterparty in the circumstances of this particular case. It was congestion in the docks that gave rise to the delay in the availability of a berth and the charterers took the view that this was an obstruction within the meaning of the word in the charterparty terms. The shipowners, on the other hand, submitted that the word must have a more concrete meaning than mere commercial congestion and must be an obstruction from, for example, a ship foundering at her moorings preventing another vessel from approaching her berth. The Court took the view that the words of the exceptions clause should be given their ordinary plain meaning and that if there was something which prevented the ship going alongside to load, whether it was another vessel or anything else, it was an obstruction within the meaning of the clause.

This was in fact the ruling in an earlier case decided some 53 years ago (*Leonis S.S. Co v J. Rank*) and the Court was of the opinion that this still was the right conclusion and they were bound by this earlier authority. Judgment was therefore delivered in favour of the charterers.

Air Cargo Study

A COMPREHENSIVE study has been started of the future of air cargo as it affects the British Overseas Airways Corporation. This study, which is expected to produce final recommendations in a year, surveys the possibilities and probabilities over the next ten years. The study is being carried out by "task forces" of BOAC executives, working within the bounds of their own experience, but aided and guided by Mr Heinz J. Heinrich, of Heinrich Aviation Consultants Ltd, Montreal. It is felt that the "neutral" approach of someone from outside the Corporation will be of value in seeing the matter in an objective way, free from departmental considerations, though of course it is the opinions of the BOAC experts that will form the final recommendations. The "task forces" are considering a wide range of subjects having a bearing on air cargo, including market research, aircraft evaluation, ground handling procedures and equipment, tying-in with other transport operators to provide a "door-to-door" service, the part to be played by aircraft carrying both passengers and cargo, methods of penetration into new markets and ways of "selling" air transport of cargo and many others. This may suggest a similar sort of action by some other shipping and air transport companies.

Launched last week from the Naval Yard of Vickers-Armstrongs, the new Shaw Savill passenger liner "Northern Star" is the subject of comment on page 1, and is briefly described on page 13



ON THE "BALTIC"

NO SIGN OF DESPONDENCY

By BALTRADER

THE TIDE has turned on the freight markets in the past week or two and rates have slipped back from the high levels reached in May and the first half of June; but few owners, or charterers for that matter, can have been surprised at the easier trend which is normally expected at this time of the year and often comes considerably earlier. Charterers, of course, are celebrating the return of the initiative from owners by pressing for still further concessions and no doubt these will be secured in varying degrees over the next few months. Nevertheless, although owners are bowing to the inevitable and reluctantly accepting lower rates, there is as yet no sign of despondency and there is a general feeling that the present downward trend is merely a passing phase. Consequently many owners, perhaps the majority, are perfectly happy to cut rates on business which will keep their ships employed for the next two or three months, but are reluctant to accept substantially lower rates for longer periods. With owners in this comparatively unruffled mood, charterers may well find the market quick to interpret any new and substantial inquiry in the next few months as being the first sign of the autumn revival. No doubt, as on previous occasions, many such optimistic appraisals will prove to be mere wishful thinking, but it could well be in the summer of 1961 that charterers who bank on a steadily falling market will be in for some shocks, for in spite of a seasonal reduction in demand there still seems to be a lot of actual and potential inquiry around.

One example of this is the recently revived timecharter interest of Russian operators, who withdrew from the market after a period of activity a month or two ago, but have since started chartering again. On the first occasion they took oilburners and motorships of all sizes up to 13/14,000 tons, but this time it looks as if they prefer vessels of about the 10,000-tons size, which suggests that they have in mind draught restrictions such as would be found in some of the Black Sea ports. The Russian charterers require grain-fitted tonnage for timecharter and it is noticeable that they have recently been quoting grain on a voyage basis from the Black Sea to a variety of destinations including the U.K./Continent, Brazil and Port Sudan. As already mentioned, unlike most timecharterers these days, their choice of tonnage is not entirely confined to motorships and last week, for example, they were reported to have taken a Liberty type oilburner with early delivery in the Mediterranean for 6/9 months' trading at 16s 6d.

Hudson Bay Season

The trans-Atlantic grain trades remain as dull as ever with tankers carrying most of the cargo moving, but later this month a new Churchill season begins and there are a number of unfilled grain orders available to the U.K. The quoted premium of about 5s per ton above the St Lawrence rate sounds attractive, but not all owners will send their ships to Churchill, with the risks reflected in extra insurance premiums, and higher rates are being asked. Whether owners will be successful remains to be seen, but the Churchill inquiry should have a generally steady effect on trans-Atlantic grain rates to the U.K. for August loading positions.

In the meantime, short-term prospects in the Far East are not good and rates continue to decline. There have been a number of copra fixtures from the Philippines to Europe recently, but generally speaking, inquiry from

the Japan/China area is very thin indeed. A few weeks ago rates for scrap from the U.S.N.H./U.S. Gulf to Japan, and sugar from Cuba to Japan and China, were sufficiently high to attract ballasters freely from the East, but now rates in the trades mentioned are substantially lower and in many cases business is no longer there even at reduced rates.

The Freight Markets

The freight markets were rather quiet last week with further signs of weakness in several directions. Lower rates were paid for scrap to Japan and fixtures included *Eptanissos*, 9,500 dwt for cargo, 475,000 cu ft bale, from the U.S. Gulf at \$125,000 f.i.o., July 22/August 5. The *African Night* was fixed with scrap from the Great Lakes East of Detroit, completing St Lawrence, to Japan at \$158,000 f.i.o., option West of Detroit at \$160,500, August 25/September 10. There was little change to report in the trans-Atlantic grain trades but fixtures included the timechartered *Derby* with heavy grain from Baie Comeau to Antwerp, Rotterdam or Amsterdam at \$3.55 free discharge, July 13/22, and the *Doris* with wheat from the St Lawrence to La Goulette and Tunis at \$7.10 free discharge, July 7/15. In the early part of the week the 28,000-ton tanker *George Livanos* was fixed with heavy grain from the U.S. Gulf to Antwerp, Rotterdam or Amsterdam at \$3.50 f.i.o., August 1/15. The *Uskok* takes bulk wheat from the U.S. Gulf to one safe port Brazil, including Montevideo, at \$7.15, July 5/15.

The River Plate grain market was quiet but the *Silverpoint* was fixed with bagged sugar from Rosario, completing Buenos Aires, to Japan at \$13.40 f.i.o., August 15/September 10. The main feature of the Australian market was the chartering of tonnage to India and fixtures included *Georgios* with bulk wheat ex silo from West Australia to East Coast India at 42s free discharge, August 21/September 15, and *Vori* with a similar cargo from South Australia/Victoria/New South Wales to East Coast India at 52s free discharge, option bulk wheat ex bags at 15s extra, August 20/September 15.

On the South African market the *Trecarne* was fixed with maize from East London to Glasgow or Leith at 62s 6d, August 1/15, and the *Nymphe* for a similar cargo from Cape Town to Venice at 63s 9d, August 5/25. On the North Pacific, fixtures included a 19,000-ton bulk carrier with wheat from British Columbia to North China at the lower rate of 44s f.i.o., July 20/August 5, and the *Costis* with a similar cargo from the North Pacific to East Coast India at 62s 6d free discharge, July 1/15.

In the Far East there were several copra fixtures from the Philippines including a vessel of 495,000 cu ft bale to Antwerp/Hamburg range at 15 cents per cu ft bale, option Mediterranean discharge at \$1,500 extra, Scandina via \$2,500 extra, f.i.o., September 5/20. A feature of the markets was the active ore chartering from Mormugao to Japan and 50s f.i.o. was paid on a number of occasions for dates varying from July to October.

The timecharter market was more active and fixtures included *Polamhall* (ms), 9,229 dwt, 511,120 cu ft bale, 12½ knots on 12½ tons diesel oil, at 25s per ton, delivery Liverpool, redelivery Persian Gulf, trip out, July 18/30. Russian charterers were active and fixtures included *Essex Trader* (ms), 11,315 dwt, 575,000 cu ft bale, 13½ knots on 14/15 tons fuel oil plus 1 ton diesel oil, delivery U.K./Continent, redelivery U.K./Continent/Mediterranean/West Africa/Cuba, 9/12 months trading at 22s per tons, August 10/September 15.

NEWS FROM OVERSEAS

From THE SHIPPING WORLD'S Own Correspondents

American Seamen's Strike

THE Kennedy Administration's reluctant decision to invoke the machinery of the Taft-Hartley Act on June 26 came after ten days of a strike by all major American seagoing unions which had brought U.S.-flag shipping to a standstill. By that time well over 100 ships were idle on all coasts of the United States, including the liner *United States*, whose power plant was closed down for the first time since her maiden voyage. Negotiations between unions representing virtually all of American maritime labour and shipowner organisations representing virtually every American steamship company were stalemated, chiefly by the unions' insistence on obtaining bargaining jurisdiction over American-owned foreign-flag ships, an issue which the shipowners called an improper and illegal subject for negotiation, involving matters of Government policy which could not be decided by private parties. The shipowners also contended that the real motivation of the strike lay in inter-union rivalries rather than in genuine labour-management disputes.

President Kennedy who, as a Senator, voted against the Taft-Hartley Act and continues to prefer more "flexible" procedures for settling labour disputes than it provides, refrained from invoking it until a voluntary plan for settlement proposed by Secretary of Labour Arthur Goldberg on June 22 was rejected by the unions, after being accepted by management. Mounting evidence that the strike was imperilling the nation's health and security, however, led him to make the prerequisite decision to set the Taft-Hartley machinery in motion: namely, that a state of emergency had been created, notably in such areas as the State of Hawaii and Puerto Rico, both virtually cut off from their sources of many essential supplies. He named a Board of Inquiry consisting of David L. Cole, Chairman, Samuel I. Rosenman and James J. Healy to hear the parties and assemble all pertinent facts in the case.

Norwegian Orders

MR SIGVAL BERGESEN d.y., who has in so many ways been the leader both of shipping and shipbuilding in Norway since the war, has again surprised his colleagues and shipbuilders by converting two of his orders for 51,000-dwt tankers at Rosenberg mek. Verksted to tankers of 80,000 dwt, to be delivered in the last quarter of 1963 and 1964 respectively. Both vessels are to have

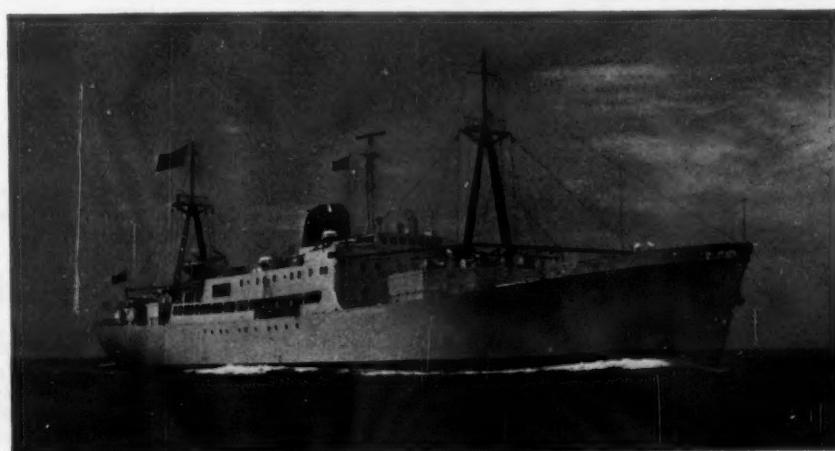
B & W diesel engines. The power of these has not yet been stated, but they are both to work on one shaft only and evidently the speed will be competitive with turbine propulsion. However, according to the charter parties (both have been fixed to Shell for 20 years) the engines are to burn 78 tons of heavy fuel each per day, while turbines for tankers of 87,000 dwt would use 120 tons, for a guaranteed speed of 15.5 knots.

Recently other orders, if not as sensational as the above, have been placed by Norwegian owners. Thor Dahls Rederi, Sandefjord, has ordered a tanker of 54,000 dwt from Lithgows Ltd, Glasgow. The vessel is to be built at a fixed price, which has been agreed upon after keen competition with Continental yards. W. Neumans Rederi, Bergen, has ordered a tanker of 5,000 dwt from Moss Værft & Dokk. She is to be fitted with a Sulzer engine which will develop 3,750 hp, built by Marinens Hovedverft. The vessel, to be delivered in the spring of 1963, will be specially built to carry chemicals and lubricating oil. Fred. Olsen & Co has ordered three cargo liners each of 2,350 dwt from Empresa Nacional Elcano, Spain. They will be a further development of the *Breda* type, with as much mechanisation of cargo handling as possible. The owners said when the orders were published that they had taken special consideration of the fact that they wanted to further Spanish-Norwegian trade. Rederiet Tonseth A/S, Bergen, has ordered a dry-cargo vessel of 18,000 dwt from Haugesund mek. Verksted, to be delivered in January 1963. The vessel is to be built as a bulk carrier, complete with derricks and other cargo-handling gear. She is to have a Sulzer engine developing 7,500 bhp, also from Marinens Hovedverft.

A new trawler of 850 tons has been ordered from A. M. Liaaen, Alesund, by A/S Longvatral, also of Alesund. This vessel is a new type of trawler so far not used by Norwegians and she will be delivered in September 1962. It has taken the yard three years to reach a decision with regard to the final drawings of this vessel. The design has been based on the British *Fairtry* and the German *Carl Kämpf*. She is to be a stern trawler with machinery to process all her catch so that she can operate in distant waters, even the tropics. She is built to remain on the fishing grounds for up to three months at a time. Her main engine will be a Deutz diesel developing 1,500 hp and she is designed for a speed of 14 knots.

NEW FRENCH BANANA CARRIER

The "Fort de France", the first of a series of four banana carriers intended for the Cie. Générale Transatlantique, has been delivered by the Chantiers et Ateliers de Provence. With a hold capacity of about 212,500 cu ft, she has an overall length of 372ft, a beam of 52ft and a depth of 36ft 2in to the upper deck. Her designed service speed is 18.12 knots, her main propelling machinery comprising a Provence-Doxford diesel developing 7,800 bhp. She has entered service with the West Indies



Oil Topics

TANKER TIMECHARTERS

DISCUSSING the tanker market in June, Davies & Newman Ltd give their opinion that the month saw the most interesting market developments for some considerable time. A London major company announced that they had extended the charters of two 47,000-tonne turbine tankers for ten years from 1963/64 at rates which averaged about 12s 4d. Following this, details were published of the fixtures of four 80,000-tonne newbuildings, each for 20-year periods, also for commencement 1963/64, at rates which averaged 13s 0½d for turbines, and 14s 2½d for diesels burning H.V.F. All these fixtures are equivalent to something around Scale minus 50 per cent on a voyage basis. Currently these charterers are negotiating a further limited number of these very large vessels. Another company here entered the market for both medium and super sizes, for short period employment with early commencement. So far, these charterers have taken two 18,000-tonne vessels for nine/twelve months black oil trading at 11s 9d for the first nine months and 11s 6d for the balance, and three handy-sized clean vessels for a year's trading at 14s to 15s. In addition, a British newbuilding 19,000-tonne ship secured twelve months voyages at Scale minus 37½ per cent for clean trading. These charterers are also still open for tonnage of 35,000-50,000 dwt for 2½/3 years timecharter commencing August/September.

Other Developments

THERE has been very little change to report in the single voyage black oil market. Little business was reported from Persian Gulf to U.K./Continent, and the rate in this trade has shown a slight improvement to around Scale minus 65 per cent. Japanese charterers have again been moderately active, and have secured tonnage at rates varying from U.S.M.C. minus 71 to 77½ per cent, depending upon size and position. There has been slightly more demand for trans-Atlantic black oil tonnage, and rates paid have varied between Scale minus 65 and minus 60 per cent, mainly for London account. Clean oil vessels have again been in only limited demand, but the trans-Atlantic rate has shown some little improvement, the last fixture reported being at Scale minus 43¾ per cent. The American seamen's strike resulted in a marked improvement in rates paid for American flag tonnage from the U.S. Gulf to U.S.N.H., the last fixtures of both clean and dirty tonnage being reported at A.T.R.S. minus 10 to minus 5 per cent. This has also, to some extent, been reflected in the rates paid for foreign flag black oil tonnage from the Caribbean Sea where the rate has improved from around A.T.R.S. minus 60 per cent to better than minus 50 per cent. There has been a further increase of some 17 vessels and about 431,000 dwt in the laid-up fleet, and this now stands at 255 vessels, totalling 4,416,000 dwt, compared with 392 vessels totalling 6,442,000 dwt a year ago.

Gulf Refinery Contract

THE CONTRACT to build the first European refinery of the Gulf Oil Corporation at Stigsnaes, Denmark, has been awarded to the Kellogg International Corporation, London, a subsidiary of The M. W. Kellogg Company of New York. Kellogg is one of the leading international companies for construction of complete refinery facilities. The refinery will process one and a half million tons of crude oil a year from Gulf supplies in the Eastern and Western Hemispheres. Every effort will be made to have the refinery in operation by the end of 1962. Output,

which will include a large range of petroleum products, will be directed to Scandinavian markets. A marine jetty will be built offshore from the refinery in the Agerso Sound, and this will be capable of accommodating oil tankers of up to 50,000 dwt.

RECENT SHIP SALES

TWIN-SCREW motor vessel *Worcestershire* (10,329 grt, 6,108 nrt, built 1931 by the Fairfield S.B. & Eng. Co Ltd) sold by Bibby Line Ltd to Japanese shipbreakers, for what is reported as £145,000, subject to licences, with delivery Mersey September-October.

Motor vessel *Taronga* (7,064 grt, 4,235 nrt, built 1934 by Odense Staalskib Værft) sold by Wilh. Wilhelmsen, Tonsberg, to Japanese shipbreakers for £137,000, with delivery Japan during October or November.

Cargo steamer *Tito Campanella* (ex-Samsylarna, 10,874 dwt, 7,129 grt, 4,298 nrt, built 1944 by the Bethlehem Fairfield Shipyard) sold by Tito Campanella Soc. di Nav., Genoa, to Polska Zegluga Morska, Szczecin, and renamed *Huta Sosnowiec*.

Cargo steamer *Avisvale* (ex-Gogovale, ex-Hollywood, ex-Empire Tristram, 10,150 dwt, 7,165 grt, 4,297 nrt, built 1942 by J. L. Thompson & Sons Ltd) sold by Aviation & Shipping Co Ltd to Greek buyers "as is" for under £120,000. She passed survey in April 1958.

Cargo steamer *Capitaine G. Lacoley* (ex-Empire Crown, 10,280 dwt, 7,076 grt, 4,904 nrt, built 1944 by J. Readhead & Sons Ltd) sold by Cie de Transportes Maritimes et Fluviaux (J. Chastelain & Cie) to Greek buyers "as is" for £76,800.

Motor vessel *La Bahia* (ex-Grainton, ex-Sutherland, 9,520 dwt, 5,172 grt, 2,992 nrt, built 1940 by Wm. Doxford & Sons Ltd) sold by Buries Markes Ltd to clients of Melos & Pateras, London, for £155,000.

Motor vessel *Spitzerdorf* (990 dwt, 637 grt, 387 nrt, built Hamburg 1952 by Schiffs. H. Rancke) sold by Partenreederei m.s. Spitzerdorf (Carsten Rehder), Hamburg, to Peruvian buyers.

Cargo steamer *Valentina Bibolini* (ex-Valentina B., ex-Frank H. Dodd, 10,750 dwt, 7,144 grt, 4,359 nrt, built Richmond, Cal., 1943 by Permanente Metals (Shipyard No 2) sold by "Bibolini" Soc. di Nav. S.p.A., Genoa, to a client of George Lemos Brothers, London, for between £125,000 and £130,000.

Motor vessel *Ravnaas* (9,370 dwt, 5,661 grt, 3,230 nrt, built Port Glasgow 1947 by Lithgows Ltd) sold by Agdesidens Rederi A/S (Arnt Morland), Arendal, to buyers reported as Panamanians for about £280,000.

Motor tanker *Bjorn Stange* (14,482 dwt, 10,099 grt, 5,895 nrt, built 1949 by Sir James Laing & Sons Ltd) sold by Skibs A/S Arnestein (H. Stange & Co A/S) Oslo, to Bulgarian buyers for £250,000 with survey-passed delivery. She has been idle at Kristiansand since 23 May 1959.

Cargo steamer *East Wind* (ex-Ville d'Ajaccio, 2,444 grt, 1,146 nrt, built 1929 by Chantiers & Ateliers de Provence) sold by Far East Corporation Ltd, Panama, to Hong Kong shipbreakers.

Cargo steamer *Henares* (ex-Monte Oiz, ex-Ariaga-Mendi, ex-Delfshaven, 5,501 grt, 3,518 nrt, built Newcastle 1921 by W. Dobson & Co) sold by Maritima Madrilena S.A., Bilbao, to Spanish shipbreakers.

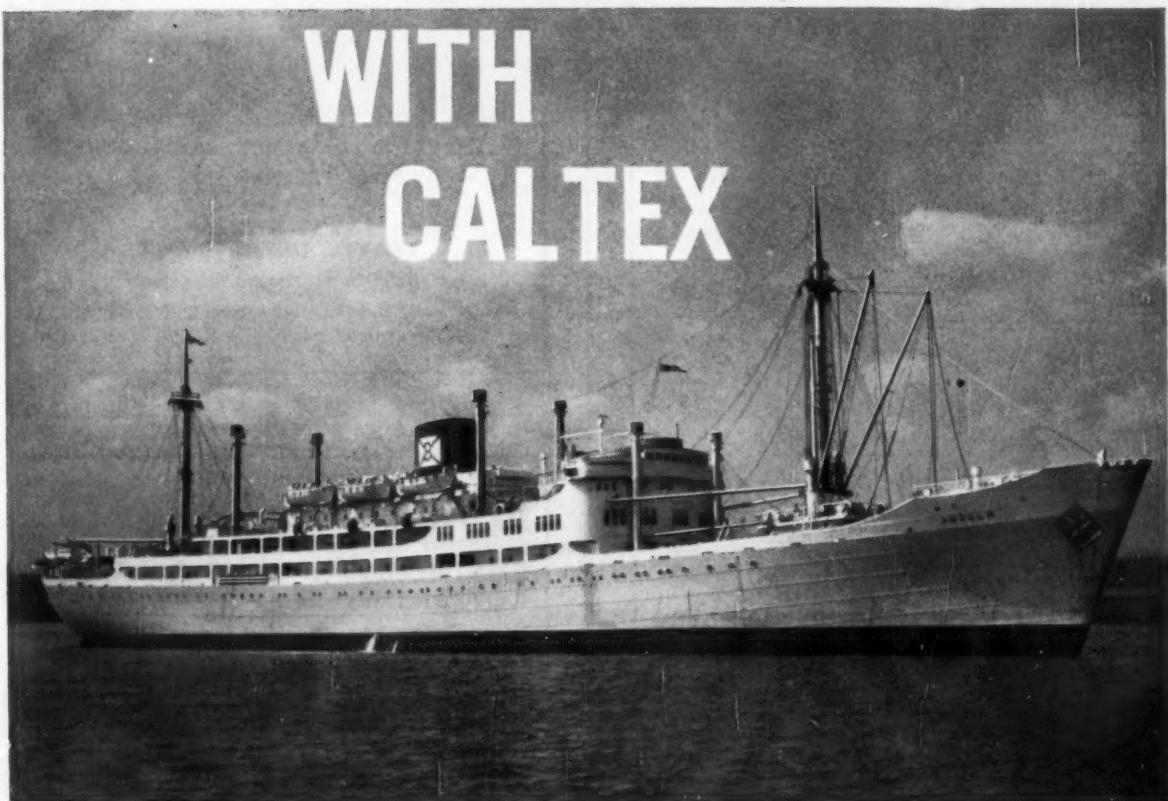
T2 tanker *Westbury* (ex-Fort Stephenson, 10,544 grt, 6,407 nrt, built Swan Island, Cal., 1943 by Kaiser Co Inc.) sold by the Caribbean Transport S.A., Monrovia, to Japanese shipbreakers for \$315,000.

Motor tanker *Dale* (ex-Polarsol, 10,022 grt, 5,949 nrt, built 1939 by Barclay Curle & Co Ltd) sold by A/S Dale Fabrikke (H. Kuhnle), Bergen, to Yugoslav shipbreakers for £95,000 with fairly prompt delivery.

Cargo steamer *Clan Campbell* (7,804 grt, 3,445 nrt, built 1943 by Greenock Dockyard Co Ltd) sold by Clan Line Steamers Ltd to Hong Kong shipbreakers for £20 10s per ton light displacement, with August delivery Hong Kong.

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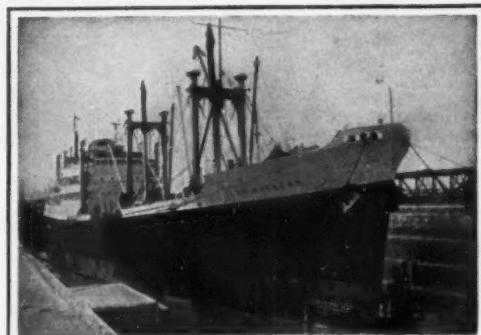
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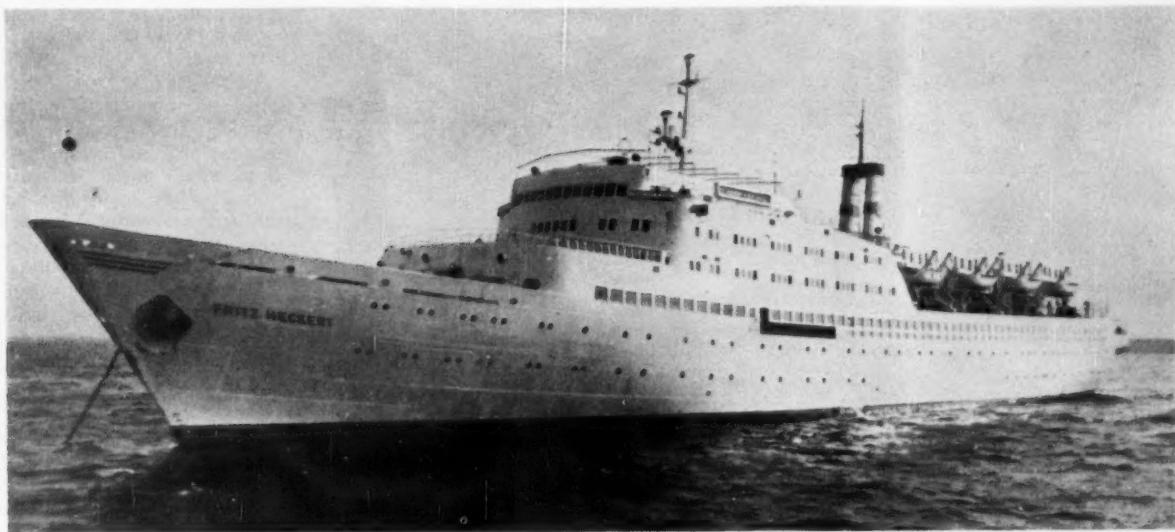
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Holiday Cruise Liner "Fritz Heckert"

EAST GERMAN SHIP WITH UNIQUE PROPELLING MACHINERY

A SHIP built in East Germany with a most unusual and no doubt unique arrangement of propelling machinery has been built at VEB Mathias-Thesen Werft, Wismar. This vessel, the *Fritz Heckert*, 7,200 grt, has been specially built as a cruising liner to the order of the Free German Trade Union Movement (F.D.G.B.) of the East German Republic, and has been named after a German trade union leader who was murdered by the Nazis. The cost of her construction has been paid for out of subscriptions collected from members of the movement which now owns her, supplemented by donations made, out of profits, by the managements of the East German shipyards, and a surcharge on certain stamps of a special issue made to commemorate her launching.

Cruising Programme

It is intended that the *Fritz Heckert* shall operate throughout the whole year, visiting Baltic ports and the Norwegian fjords in summer, and the Mediterranean and Black Sea ports in winter. Accommodation has been provided in two-berth cabins for 400 passengers who will be charged no more than 250 marks (about £25) for a 16-days cruise. Accommodation is all of the same class.

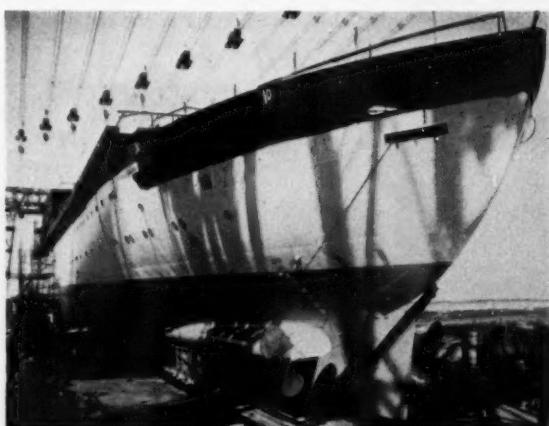
The main feature of interest in this new vessel is the unusual combination of diesel and free-piston/gas turbine machinery for propulsion, and it is doubtful that any similar arrangement exists. The layout of the machinery can be seen from the accompanying general arrangement drawing. Unfortunately it was not possible to obtain a more detailed drawing of the engine room, but it will be seen that the propelling machinery comprises two diesel engines and two gas turbines, the latter obtaining their power from two sets of three free-piston gasifiers. By a system of electromagnetic and fluid couplings considerable flexibility of power may be obtained. It is understood that the East German Tourist Agency may be placing an order with VEB Mathias-Thesen Werft for two similar ships, but with two-class accommodation and more conventional propelling machinery.

The hull of the *Fritz Heckert* is of all-welded construction and in place of the conventional funnel she has two

streamlined uptakes arranged abreast and spanned by a beam which supports the signal mast. She was designed by Alfred Dudzius, chief designer of VEB Mathias-Thesen Werft, now technical director of VVB Schiffbau, the State-owned shipbuilding industry of East Germany.

The principal particulars of the *Fritz Heckert* are as follows:—

Length o.a.	463ft
Length b.p.	410ft
Breadth moulded	57ft 9in
Height to main deck	27ft 3in
Height to upper deck	35ft 1in
Draught	18ft
Gross tonnage	7,200 tons
Machinery output	10,000 shp
Speed	19 knots
Range	5,000 miles
Passengers	400
Crew	161
Cargo capacity	1,724 tons



Stern view of the "Fritz Heckert" showing the small size three-bladed propellers



The accommodation is air conditioned throughout, and all the public rooms are arranged on the upper deck. The large ballroom forward has seating for 130 and 117 seats are provided in the entrance hall abaft this room. The dining saloon seats 202 persons and can be used either as a cinema or a theatre. There is also a swimming pool on the fourth deck and an open-air swimming pool arranged aft on the upper deck.

Propelling Machinery

The propelling machinery in the *Fritz Heckert* is a twin-screw installation, with three-bladed fixed-pitch propellers of relatively small size, having a total output of about 10,000 shp and giving a speed of 19 knots with a corresponding range of about 5,000 miles. Two eight-cylinder single-acting direct-reversing two-stroke diesel engines, built by VEB Dieselmotorenwerk, Rostock, each having an output of 2,300 bhp at 221 rpm (maximum 2,600 bhp at 250 rpm), are directly coupled to the two 320mm-dia propeller shafts by means of electromagnetic slip couplings with a slip ratio of 221/217 rpm at full power.

Gas Turbines

Outboard of the diesel engines are two reversible gas turbines, each one rated at 2,800 bhp at 5,500 rpm. These gas turbines have been built by VEB Turbinenfabrik, Dresden, and have both the ahead and astern stages on a common shaft and housed in the same casing.



One of the public rooms on the upper deck

A view of the large ballroom on the forward end of the upper deck

They are connected to the primary shaft gearbox by means of fluid couplings, from which power is transmitted to the main shafting through conventional reduction gearing. Each gas turbine is supplied by three GS.34 free-piston gasifiers of the Pescara type, built by Demag-Modag, Duisburg, each rated at 1,250 ghp.

Acceptance trials were carried out in the Baltic last March, and were attended by a large number of interested persons, including some from outside the Iron

Curtain. These trials were generally satisfactory and after some minor modifications, and a further trial to ensure that these were correctly carried out, the ship was accepted by her owners in April and sailed according to schedule on 1 May to Helsinki and other Baltic ports with almost a full complement of passengers (380) for the 16-days' cruise.

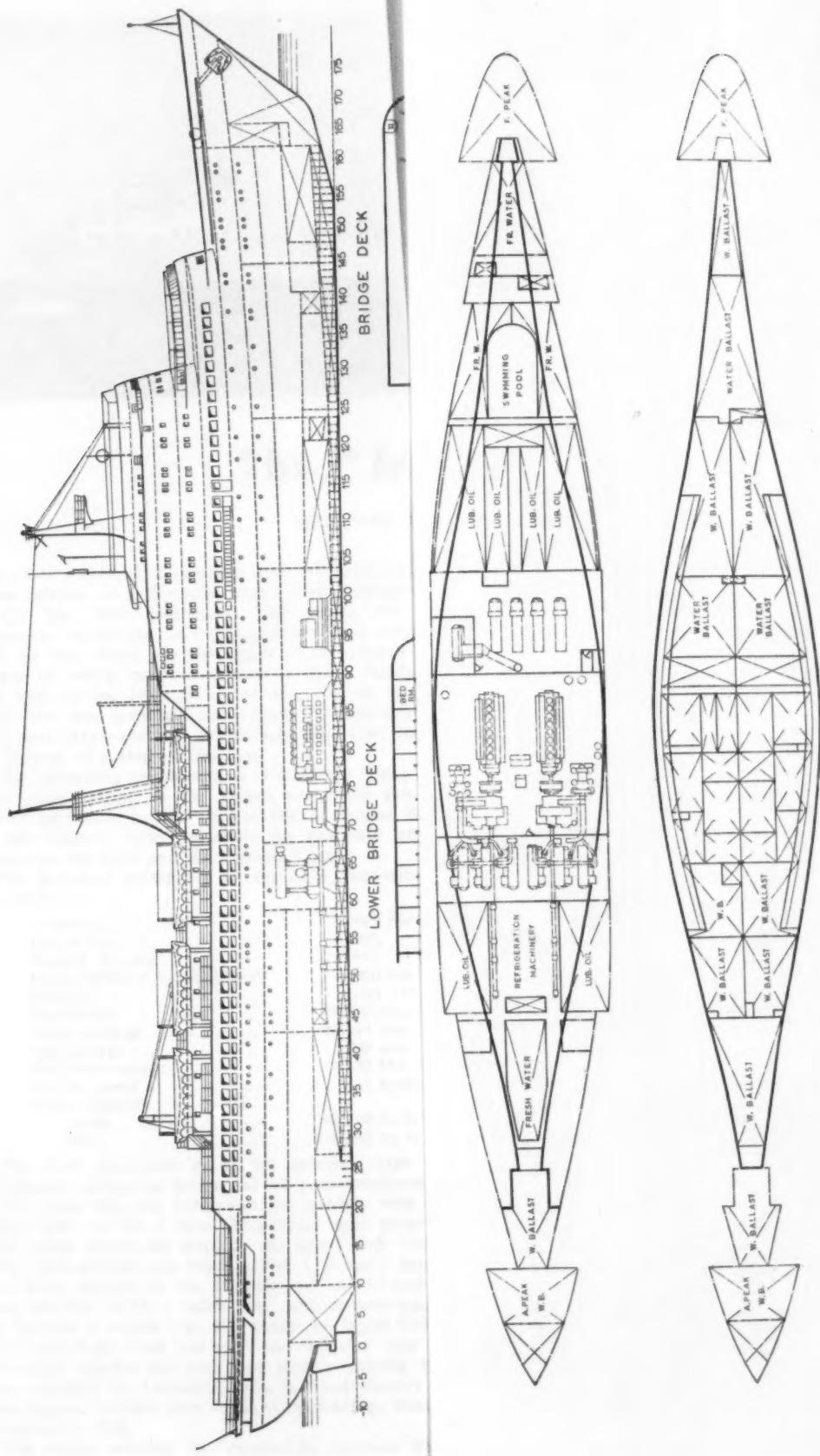
Trials were run using the diesel engines and gas turbines, separately in the first place, and for 44 hours with both running together; the speeds recorded during these runs being 13.8, 15.8 and 19.1 knots respectively. Everything went according to plan, no difficulty being experienced in changing over from one form of propulsion to another without stopping. The control of the machinery is carried out from a central console arranged between the engines.

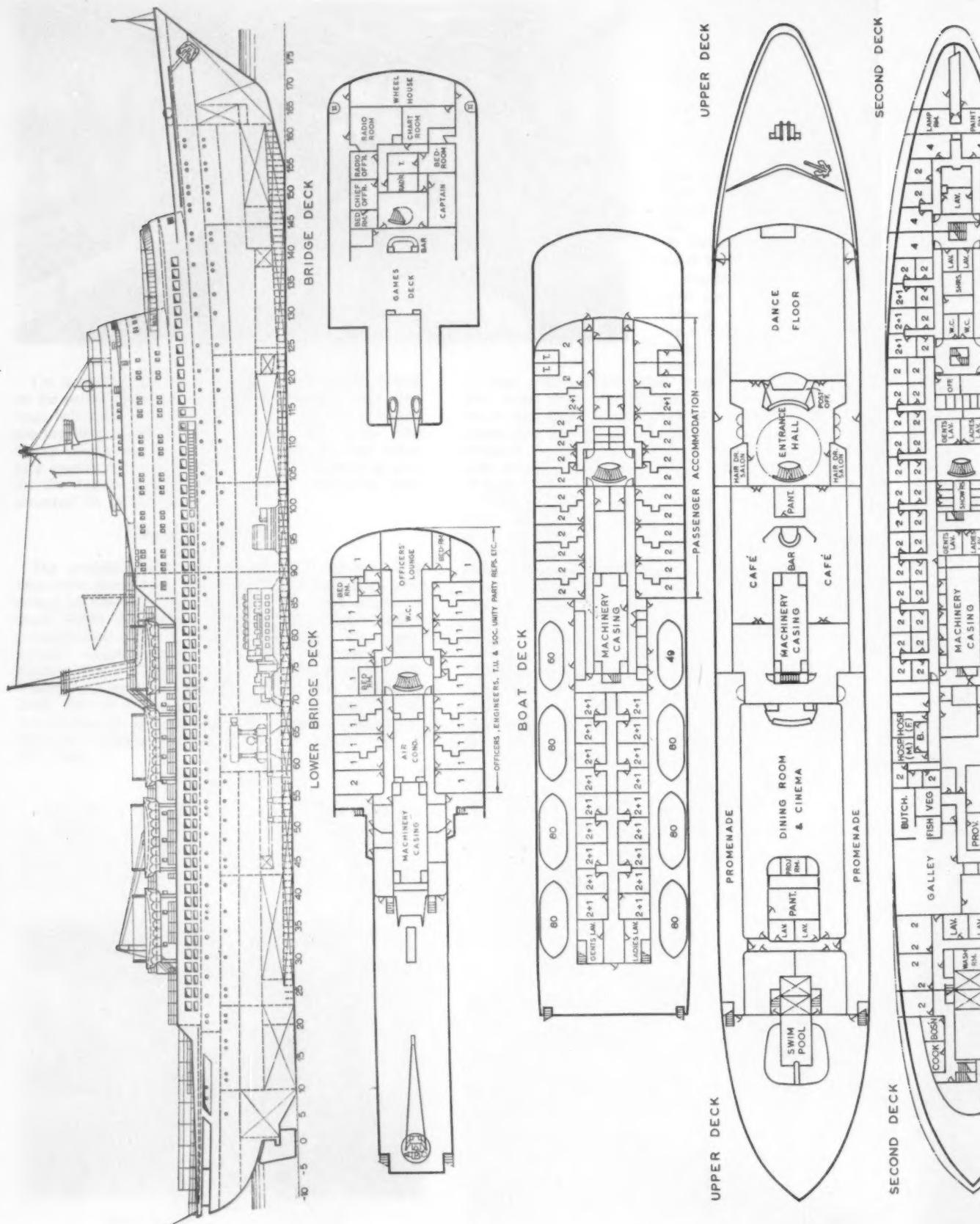
There was no difficulty in running the turbines from full-ahead to full-astern, and they were later run satisfactorily for one hour at 40 per cent of the normal ahead power. It was found that the plenum chamber fitted to each of the gasifiers practically cut out noise and pulsations in the free-piston gas generator space which is arranged abaft and separate from the engine room. Diesel oil was used both for the diesel engines and gasifiers during the trials, but it is intended to carry out trials at a later date on heavier fuels.

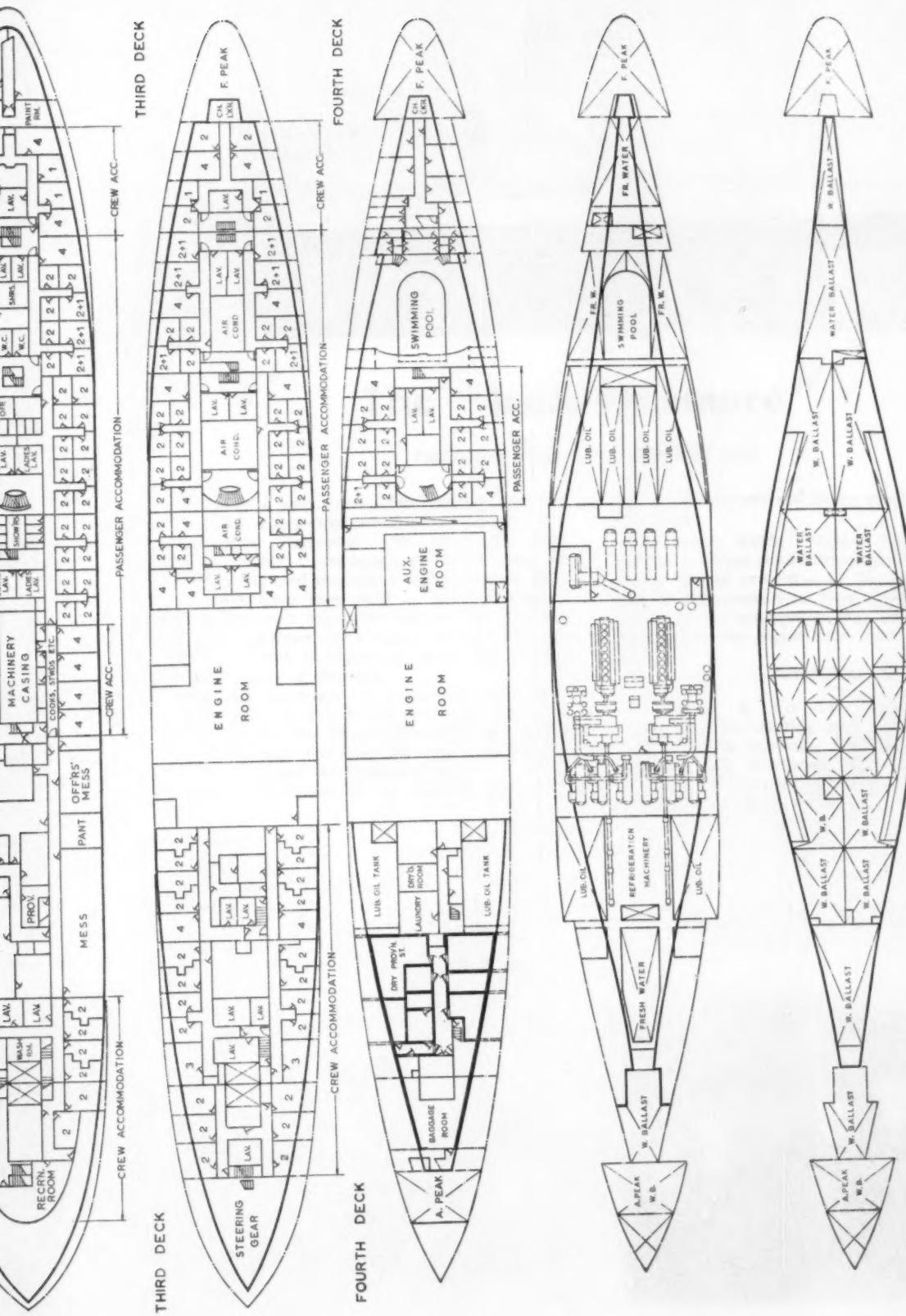
It is understood that the propelling machinery, and in particular the gas turbines, operated in a satisfactory manner, when it is remembered that this was the first trial of an unusual combination of engines. With increased experience and slight modifications, improved performance and efficiency are anticipated.

CONFERENCE OF MARINE ENGINEERS

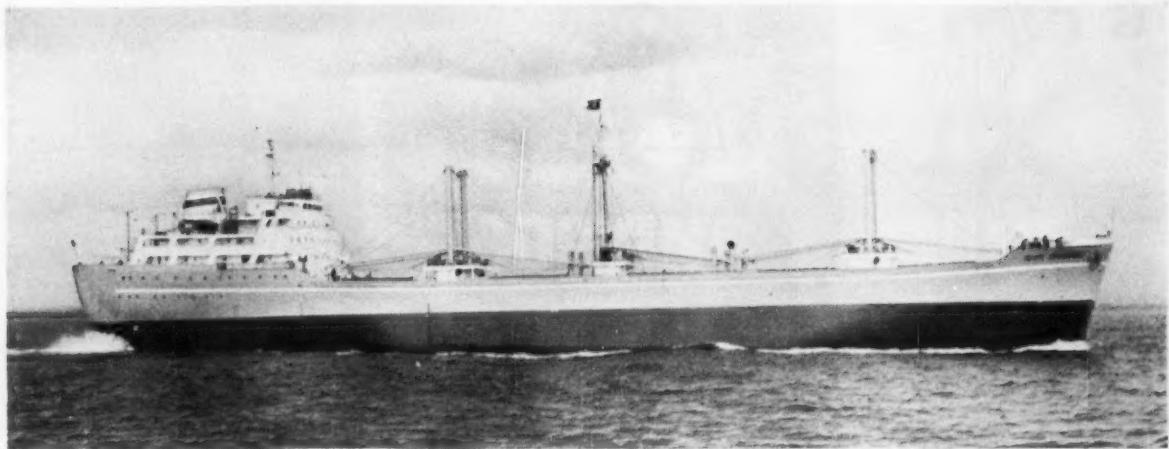
THE Institute of Marine Engineers is organising an International Conference in London from 7 to 12 May 1962, which will be opened by the President. On Monday, May 7, the official opening will be followed by a paper entitled "Operating Experience with s.s. *Canberra*" by T. W. Bunyan, after which there will be an official luncheon at the Mansion House. In the afternoon there will be a paper read by R. Frederikson (Axel Johnson Line) on "Diesel Machinery with Geared or Electric Drive." Other papers will include one on "Nuclear Propulsion of Ships"; "Post-war Developments and Future Trends of Steam Turbine Tanker Machinery" by representatives from BP Tanker Co Ltd, and John Brown & Co (Clydebank) Ltd, and one similarly titled by H. Bauer of the De Laval Steam Turbine Co. Two papers will also be read on "Direct Drive Diesel Machinery," one by P. Jackson and one by H. Andresen.







General arrangement of the holiday cruise liner "Fritz Heckert", 7,200 grt, built by VEB Mathias-Thesen Werft, Wismar, to the order of the Free German Trade Union
Movement of the East German Republic



The "Irish Sycamore"

NEW SHIP FOR IRISH SHIPPING LTD

THE Dublin firm of shipowners, Irish Shipping Ltd, has taken delivery of a dry-cargo vessel from William Gray & Co Ltd, West Hartlepool. This vessel, the *Irish Sycamore*, 14,950 dwt, is the largest dry-cargo vessel yet built by Wm. Gray and the largest in the owner's fleet, twelve of which have been built at West Hartlepool. The keel of the *Irish Sycamore* was laid on 31 May 1960, she was launched on January 16 and delivered early last May—which is exceedingly good time for the completion of a ship of this size.

The propelling machinery, a six-cylinder Gray-Doxford diesel engine, is the largest and most powerful engine ever built by the Central Marine Engine Works of the builders. After sea trials the new ship left for Japan via the Gulf and the Panama Canal.

The principal particulars of the *Irish Sycamore* are as follows:

Length o.a.	...	...	499ft 6in
Length b.p.	...	...	470ft
Breadth moulded	...	...	67ft
Depth moulded to upper deck	...	...	40ft 6in
Draught	...	...	29ft 11½in
Deadweight	...	...	14,950 tons
Gross tonnage	...	...	10,559 tons
Net tonnage	...	...	5,740 tons
Machinery output	...	...	6,800 bhp
Service speed	...	...	15 knots
Cargo capacity			
Grain	...	...	746,210 cu ft
Bale	...	...	691,560 cu ft

The *Irish Sycamore* is of the two-deck type with machinery, navigating bridge and all accommodation aft.

The vessel has five holds and five hatches, with deep tanks fitted in No 2 hold. MacGregor type single-pull steel hatch covers are fitted to the upper deck hatches. Two 5-ton derricks are fitted at Nos 1, 2 and 5 hatches, two 8-ton derricks at No 3 hatch and one 35 and two 5-ton derricks at No 4 hatch. The derricks were supplied by Stewarts & Lloyds Ltd, with blocks by Taylor Pallister & Co Ltd. Eight 3-ton and two 5-ton "Selector" type electric cargo winches and one 5-ton electric warping winch were supplied by Laurence, Scott & Electromotors Ltd. The topping winches were supplied by Jennings Winch & Foundry Co Ltd.

The electric windlass was supplied by Emerson Walker

Ltd to suit anchors and cables supplied by W. L. Byers & Co Ltd.

The Walter Kidde Company Ltd has supplied and installed a 12-line smoke detecting and CO₂ extinguishing system for the protection of the cargo spaces, together with an engineroom total flood system. The CO₂ cylinder battery is also arranged so that these can be separately injected into the engine room to combat a fire in that space.

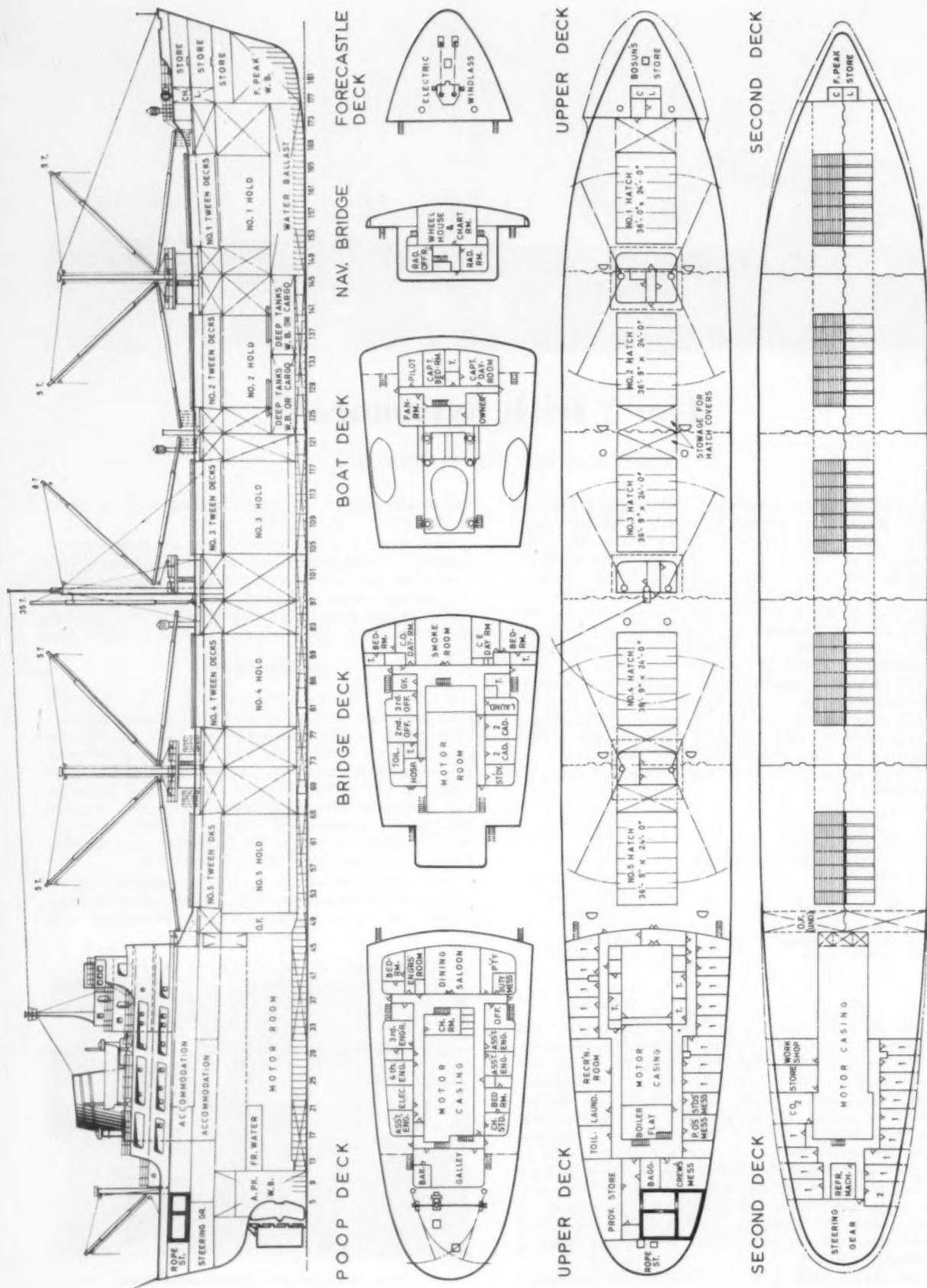
Navigational Aids

J. Hastie & Co Ltd supplied the four-ram electro-hydraulic steering gear with duplicate pumping units which is telemotor controlled from the steering console in the wheelhouse. This console, together with gyro compass and pilot, was supplied by the Sperry Gyroscope Co Ltd. Radio, direction finder, sound reproduction equipment, radar and echo sounder were supplied by Marconi International Marine Communication Co Ltd. The clear-view screen was supplied by George Kent Ltd and telephones by Clifford & Snell Ltd.

The accommodation is of a high standard, all the crew except cadets and boys being accommodated in single rooms. The accommodation is lined throughout with

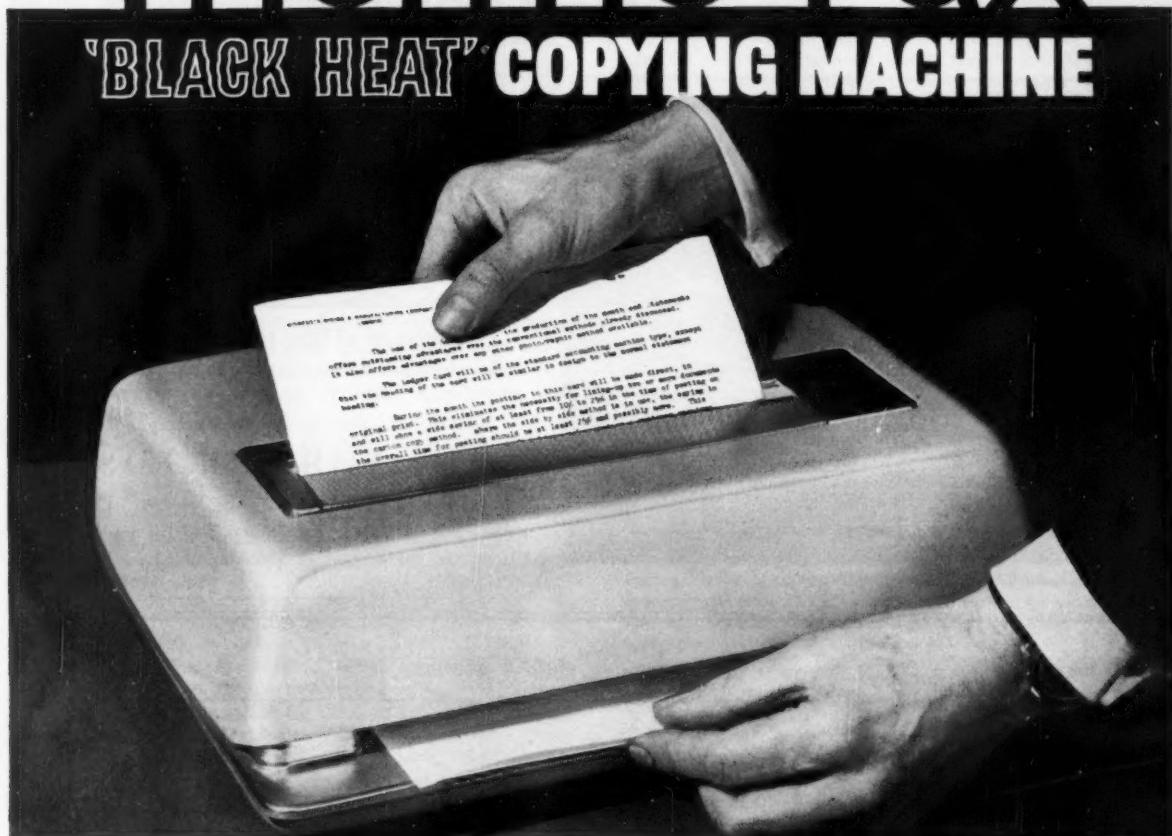


View of the combined wheelhouse and chartroom



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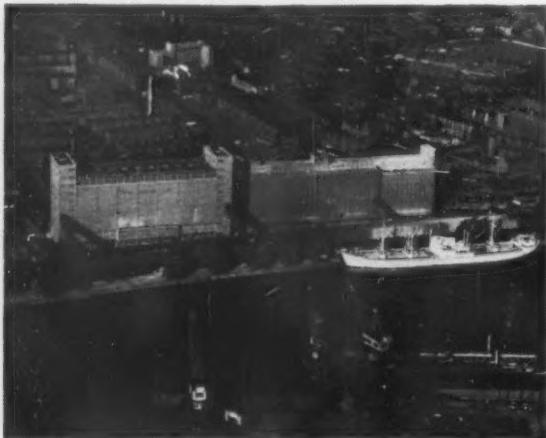
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Warerite. Dayroom, bedroom and toilet are provided for the captain, chief officer and chief and second engineers while private toilets are fitted for the second officer and third engineer.

A combined wheelhouse and chartroom with radio office and officer's cabin is arranged on the navigating bridge with captain, owner and pilot's accommodation on the boat deck. Smokeroom and officers' accommodation is fitted on the bridge deck with a dining saloon, engineers' accommodation and galley on the poop deck. Crew's mess and recreation rooms and petty officers' and caterers' accommodation is arranged on the upper deck with seamen's rooms on the second deck. Beclawat Duowat non-rust windows and fixed non-rust windows have been supplied by Beckett, Laycock & Watkinson Ltd.

The domestic cold stores were insulated by Cork Insulation & Asbestos Co Ltd and duplicate automatic electric refrigerating plant was supplied by J. & E. Hall Ltd. Watercraft Ltd supplied the fibreglass lifeboats with Fleming hand propelling gear and Schat's Davits Ltd deck gravity type davits with a portable electric hoisting motor. Aluminium accommodation ladders and gangways were supplied by Tyne Gangway Co Ltd. Fibreglass awnings were supplied by Ferguson & Timpson Ltd. Air conditioning by Thermotank is fitted throughout the accommodation.

Fresh water is supplied by an Atlas freshwater generator, chlorination and filtration plant being supplied by United Filters & Engineering Co Ltd. Fresh and sanitary water are distributed by pressure systems fitted with Megator pumps. The galley is fitted with a Green's oil-fired range, G.E.C. electric baking oven and a Crypto Rotapan and mixer.

Propelling Machinery

A six-cylinder Gray-Doxford diesel engine of 670mm bore and 2,320mm stroke developing 6,800 bhp in service was built and installed by the Central Marine Engine Works of the builders. Electric auxiliaries are fitted throughout the engine room, three 225-kW and one 75-kW diesel generators being supplied by Laurence, Scott & Electromotors Ltd. One Spanner exhaust gas silencer boiler and one oil-fired Cochran boiler are fitted. The electric wiring was carried out by the builders, the switchboard and combined starter board being supplied by Harland & Wolff Ltd. Lubricants for the main engine and auxiliaries have been supplied by the Castrol group of companies.

The officers' smokeroom on the bridge deck of the "Irish Sycamore" has a grey and yellow motif



BOOK REVIEWS

The Mary: The Inevitable Ship, by Neil Potter and Jack Frost. (George C. Harrap & Co Ltd, 182 High Holborn, London WC1. Price 25s.)

Published to coincide with the 25th anniversary of the Queen Mary's maiden voyage, this is no run-of-the-mill journalistic effusion. Written by two men who know the ship intimately, and her complement, it is a first-class, vivid and accurate account of a ship whose life has been full of incident. Apart from telling the story of her conception and construction, her maiden voyage and record speeds, her wartime and postwar careers, the authors paint a clear and interesting picture of what is involved in the running and day-to-day operation of a passenger liner of such size.

Ship Recognition: Merchant Ships, by Laurence Dunn. (Adlard Coles Ltd, 7 Brunswick Place, Southampton. Price 15s.)

What has now become a standard work has been revised in the light of changes in ship characteristics in recent years and some 90 new illustrations have been added to this, the third, edition. Mr Dunn's technique of ship recognition is clearly explained with the aid of his own drawings and carefully selected photographs, and the index lists over 340 characteristic ships and types.

Passenger Liners, by Laurence Dunn. (Adlard Coles Ltd, 7 Brunswick Place, Southampton. Price 90s.)

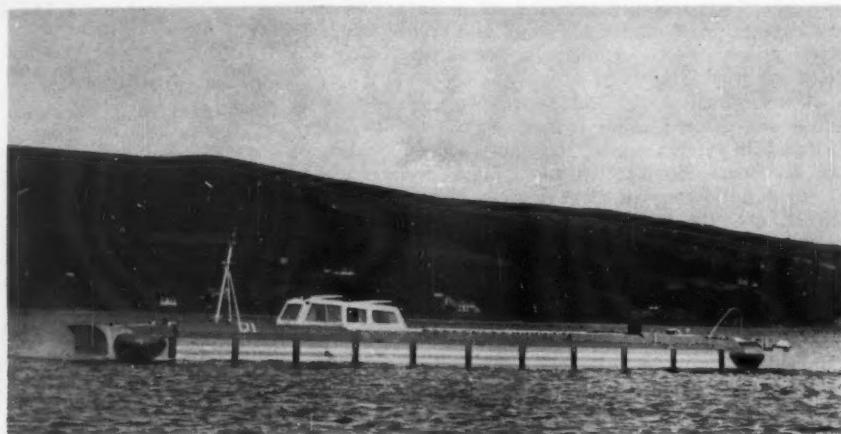
This impressive book, which runs to 475 pages, contains 380 plates, 70 silhouettes and drawings, and 120 funnel markings in colour. It is a book which every shiplover will want to acquire. It covers passenger liners of 6,000 grt and over, together with smaller passenger vessels of special interest, and a full page is devoted to each ship or class of ship. Fleets are arranged in alphabetical order of owning companies, grouped into their principal areas of operation. Dimensions and details of accommodation and machinery etc are given, as well as brief notes on the ship's history, amenities or other features of interest. The author is to be congratulated on having produced a first-class reference work, and one which will repay keeping up to date by annotation.

Rathbones of Liverpool, 1845-73, by Sheila Marriner. (Liverpool University Press, 123 Grove Street, Liverpool 7. Price 30s.)

This is primarily an economic and historical study of a family business with wide ramifications, including shipping, but it is in no sense a "house history", and it is confined to a relatively short period of the 19th century, based on business and family papers. It illustrates the many aspects of merchant finance and commercial organisation during that period. This analysis of the experiences of a family business shows that one of the most important factors in a merchant's success was his ability to manipulate his capital in order to compensate for seasonal and other fluctuations in trade.

The Denny Hovercraft

EXPERIMENTAL
CRAFT FOR
RESEARCH



WM. DENNY & BROS LTD, the Dumbarton shipyard, is one of the firms engaged in the development of operational types of hovercraft in collaboration with Hovercraft Development Ltd. The company has been concerned with the building of ferries of various types for many years, and it is natural that it should develop the type of hovercraft which seems most suited to use as a ferry. This is the sidewall type, in which the air curtain confining the cushion of air beneath the craft is confined to the two ends of the craft, the necessary curtain at the sides being provided by solid sidewalls extending down from the hull into the water.

The craft is thus not supported entirely clear of the water, as is the case with the normal hovercraft. This prevents the development of the high speeds which seem possible with the normal type, but this is no disadvantage for a ferry in confined waters, where high speeds are in any case not practicable. On the other hand the spray nuisance should be considerably reduced, and in sheltered and shallow waters where the wave heights will be low it should be possible to achieve a very shallow draught ferry without involving the expenditure of the comparatively high powers needed for achieving lift in the normal

hovercraft. The fact that the sidewalls provide a grip on the water will assist steering in confined waters.

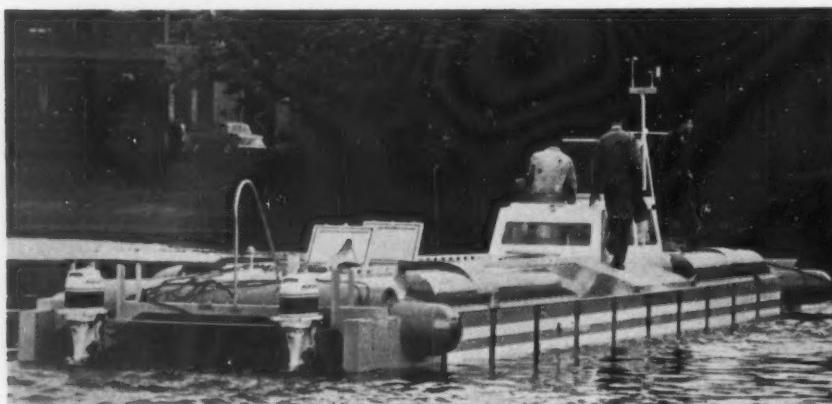
As a first venture, Dennys have developed a manned research hovercraft of this type. Known as the S.O. 793, it is some 70ft long and can accommodate a crew of three. Rectangular in shape and with dimensions of 66ft by 10ft, the machine is fully instrumented as a floating laboratory. It is built of plywood and sheet steel, with stripes painted on its sides to allow easy location of wave forms. It is normally manned by a crew of three—a pilot and two instrument observers.

The air for the cushion and the jets is drawn into the interior of the craft and forced by fans through ducted systems to each of the jet orifices. Forward propulsion of the machine is provided by two Mercury 300 outboard motors with variable pitch propellers, each developing 35 bhp, while power for the fans is provided by two 3-cylinder two-stroke Excelsior engines each developing 25 bhp.

For the full-size operational hovership, a speed of 35 knots is considered the optimum maximum for safe navigation of rivers and estuaries. The maximum speed of the research vehicle is in the region of 15-17 knots. The

programme of trials, which were begun by Dennys last month, are being carried out firstly in deep water in the Gareloch and later over a specially prepared measured mile course in shallow water outside the navigation channel of the River Clyde near Langbank. Speed trials will be carried out at various hover heights in order to study the various drag components of the craft and its efficiency compared with orthodox vessels.

Stern view showing the two outboard motors used for propulsion



THE NEXT RACE for sail training vessels will be from Torbay, Devon, to Rotterdam in August next year. It will be the sixth race to be sponsored by the Sail Training Association since 1956, when the first took place from Torbay to Lisbon. Since then the races have taken place every two years. In 1962 the ships will head across the Channel after leaving Torbay on August 18, round a mark off Ushant and then race up Chan-

nel to a finishing line off Beachy Head before going on to Rotterdam. There will also, as usual, be two classes for yachts. These will race the full distance to Rotterdam. The ships and yachts taking part will assemble at Dartmouth on August 12 and during the week before the race there will be a full programme of sporting activities including a pulling regatta, football matches and swimming contests.

Launch of the "Northern Star"

THE LAUNCH took place last week of the 22,000-ton gross passenger liner *Northern Star*, building for Shaw, Savill & Albion Ltd at the Naval yard of Vickers-Armstrongs (Shipbuilders) Ltd at Walker-on-Tyne. The ceremony was performed by Queen Elizabeth the Queen Mother, and was her first public engagement since she fractured a bone in her foot a fortnight previously. The weather maintained the tradition of fine days for Vickers-Armstrongs launches. The new ship, which is reputed to have cost about £7 mn., is the subject of comment in a leading article on page 1. She is due to enter service on 10 July next year, when she will join the *Southern Cross* in an integrated round-the-world passenger service. The two ships will then provide eight such voyages a year, the *Northern Star* normally proceeding eastwards via South Africa, Australia, New Zealand and Panama, and the *Southern Cross* sailing in the reverse direction.

In appearance and design the *Northern Star* follows closely her forerunner the *Southern Cross*, built by Harland & Wolff Ltd in 1954. She is a one-class ship without cargo capacity of any sort, arranged with the propelling machinery aft. Comparative details of the two ships are as follows:

	<i>Northern Star</i>	<i>Southern Cross</i>
Length o.a.	650ft	604ft
Length b.p.	595ft	560ft
Breadth, moulded	82ft	78ft
Depth, moulded, to main deck	46ft 3in	45ft 3in
Draught	26ft	24ft 9in
Gross tonnage	22,000 tons (approx.)	20,203 tons
Horsepower	22,000 shp	20,000 shp

FIRST BROWN—A.E.G. STEERING GEAR

THE first ship to be fitted with a Brown Brothers rotary vane AEG steering gear system the *Landwade*, 11,030 dwt, built by Bartram & Sons Ltd, for the Atlantic Shipping & Trading Co Ltd (W. J. Tattem Ltd). This gear can develop a torque on the rudderstock of 47 tons/ft at full speed ahead, and is controlled by a Brown Brothers-S.G. Brown combined console giving full hydraulic telemotor control, hand electric and automatic electric steering.

The rotary vane gear is fitted on to a tapered rudderstock and retained by a large nut on top. Being fitted on a taper,

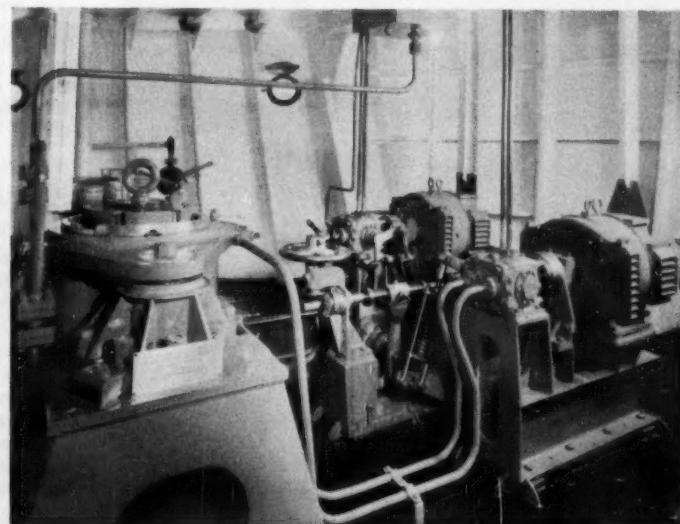
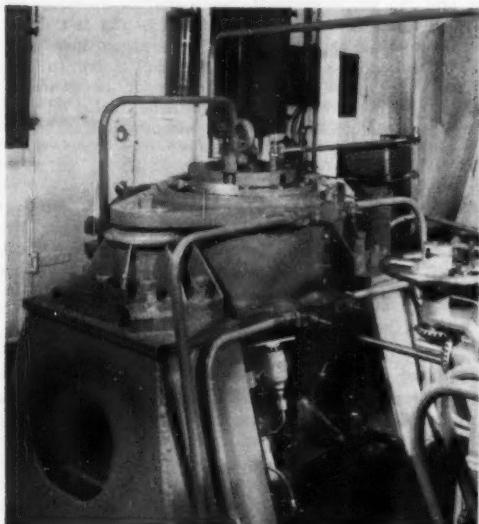
The hull of the *Northern Star* is of all-welded construction, and as the photographs on page 3 shows, the builders have achieved a very fair skin, with the ripples normally associated with welded frames reduced to a minimum. Sections of up to 30 tons were fabricated under cover before assembly on the berth. The ship was 14 months on the berth, and will be a further 10 months fitting out. She was launched without any machinery or equipment on board. The underwater form of the hull was the subject of tank tests at the builder's tank at St Albans. The speed of the ship in relation to her size is such as to make the advantage of a bulbous bow marginal, and it was decided not to adopt this bow form.

The subdivision of the hull conforms to the two-compartment standard now required, with 12 watertight bulkheads. Light alloy has not been used for the superstructure. Extensive cross-levelling arrangements are being provided for use in the event of damage to correct any adverse list. The ballast system will employ the Pilgrim ballast valve developed by the P & O Line for the *Canberra*. Fire protection is by Method II, the ship having A class divisions of Marinite in conjunction with a sprinkler system and automatic fire alarm system.

Accommodation will be provided for a total of 1,417 passengers and a crew of 490. The public rooms will include two restaurants each seating 360. The ship will be air conditioned throughout the passenger and crew accommodation with the exception of one public room, the Tavern, which opens on to the upper deck. Closed-circuit television is to be fitted in public rooms for passengers, officers and crew. As with the *Southern Cross*, Denny-Brown stabilisers will be fitted.

The propelling machinery will consist of a twin-screw
(Continued on page 14)

which is turned to gauges supplied to the stockmaker, there is no need for heat to be used on the tiller as is common for a ram type gear. The vane gear is simply supported on stools which resist only pure torque, and any rudder vibration is absorbed by rubber sleeves. The power units use VSG variable-delivery pumps which can be placed wherever desired to make the most economical use of the space available in the steering gear compartment. As with Brown Brothers ram type gears, the idle pumping unit can be started up independently and either unit stopped without opening or shutting any valves. Steering gears of this type are on order for a variety of vessels from 600 to 22,000 tons displacement.



RECENT TECHNICAL DEVELOPMENTS

Ready-to-Paint Wood Chipboard

A READY-TO-PAINT wood chipboard is being produced for the first time in the United Kingdom. Known as Weyroc R.P., the product has been developed by The Airscrew Company & Jicwood Ltd, Weybridge, Surrey, in conjunction with Pinchin Johnson & Company, paint manufacturers. This new board eliminates the need for knife-filling and sanding the surface by the user hitherto necessary before wood chipboard was ready for painting, and therefore saves the user's time and labour involved in that painstaking process. Weyroc R.P. is supplied with a factory-filled and sanded glass-smooth surface, ready for the direct application of paint. It is estimated that the priming and filling by hand of the ordinary type of wood chipboard to produce a finish comparable with that of Weyroc R.P., would cost about four times as much per square foot in labour and materials, the figure varying according to local conditions.

Two specially developed machines, one for the application of the filling and the other for the rubbing down of the boards, have been installed at the Annan (Dumfriesshire) plant of The Airscrew Company, where Weyroc R.P. is now being produced. This new board has applications in the building, furnishing, woodworking, shipbuilding, decorating and all other industries and trades using wood for interior fitting or decorative purposes. Weyroc R.P. is supplied in 8ft x 4ft size and $\frac{1}{8}$ in, $\frac{1}{4}$ in, $\frac{3}{8}$ in and $\frac{1}{2}$ in thicknesses. The board has the normal qualities of the long established Weyroc boards—it cuts cleanly, is easily worked with hand or machine, and its medium weight makes for easy handling.

Mechanised Submerged-arc Squirt Welder

AN extremely versatile semi-automatic submerged-arc squirt welder, which is manufactured in the United States of America by The Lincoln Electric Company, is being marketed in the United Kingdom by Armclo Ltd, 76 Grosvenor Street, London W1. Wire and flux are fed continuously to the welding gun from the flux container and reel mounted on the unit, and the gun is traversed automatically by a small variable-speed motor mounted on the gun itself, which drives a small wheel. Speed variations from 0 to 70in/min can be made at will. This unit is known as the Idealarc ML-3, and it will enable a welding operator to carry out both butt and fillet welding on plate thicknesses from as thin as 10 gauge or $\frac{1}{8}$ in to the largest sections normally being fabricated. Welding speeds in general will be from two to three times faster than normal hand welding and there is no need for the complicated handling equipment associated with fully automatic processes.



Idealarc mechanised submerged-arc squirt welder in operation



Veto motorised nail remover

Veto Motorised Nail Remover

NAILS left in odd pieces of timber used in shipbuilding and as dunnage may be removed quickly and efficiently by means of the Veto motorised nail remover, introduced recently by the Vauxhall Boiler Co Ltd, Bondway House, Bondway, London SW8. This machine, invented in Finland, is capable of removing nails from separated timbers where it is usually found that either the head or the stem of the nail protrudes. If this protrusion is a $\frac{1}{4}$ in or more the nail can be removed by the head or by the stem, even if clenched. In cases where the stem only is accessible the head of the nail is pulled through the timber, but with such a fast and positive action that the nail hole is scarcely enlarged. An unskilled operator can remove 800 nails per hour. The maximum size of nail is 5/16in dia and this size can be drawn through 1 $\frac{1}{2}$ in timber.

Pressure-Fed Paint Roller

A PRESSURE-FED paint roller which is claimed to cut down by a very considerable margin the time spent in painting large surfaces has been introduced into the United Kingdom by Leng-Armac Ltd, Boreham Wood, Herts. Known as the Warren pressure roller, it can be operated up to a period of $\frac{1}{4}$ hour and will save up to 20 per cent in material costs. The whole unit can be cleaned out in a matter of minutes and it will use the material in the container up to the last drop. The roller operates in conjunction with a pressure tank into which air is pumped. A pushbutton control valve in the handle of the roller gives fingertip flow control. Leng-Armac state that they are prepared to demonstrate this roller in any part of the United Kingdom completely without obligation.

LAUNCH OF THE "NORTHERN STAR"

(Continued from page 13)

arrangement of steam turbines, designed by PAMETRADA and constructed by the Parsons Marine Turbine Co Ltd. There will be an all-impulse HP and mixed impulse-reaction LP turbine on each shaft, driving through double-reduction gearing. Steam at 560 lb/sq in and 890 deg F will be supplied by two Babcock & Wilcox selectable superheat boilers made by Richardsons Westgarth (Hartlepool) Ltd, with Wallsend Slipway oil-burning equipment.

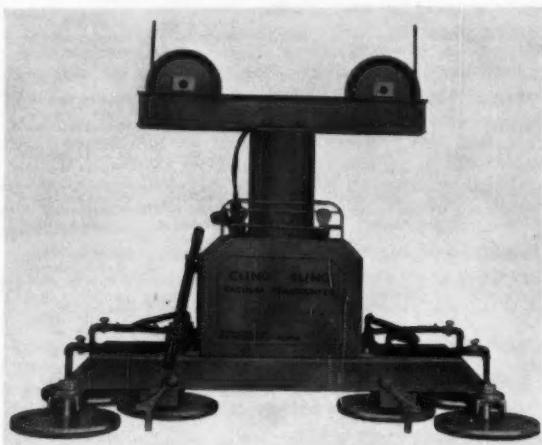
In common with other British passenger liners of her time the *Southern Cross* has a DC electrical installation, but the *Northern Star* will have alternating current.

THE CLING-SLING

Vacuum Transporter for Steel Plate

A SIMPLE device for lifting and transporting plate, channels, etc, is being manufactured by G. D. Peters & Co Ltd, Windsor Works, Slough, Bucks. Known as the Cling-Sling, this machine can also lift materials which are not flat, and special lifting pads can be fitted so that it can be used on curved or irregular surfaces, providing that they are reasonably clean and non-porous. In addition to its value in lifting plates in shipyards, the machine should prove most useful in steel stockyards, boiler and fabrication works, production workshops, etc.

The Cling-Sling can be used as a single unit suspended from a crane or, if it is required to lift large plates, two or more standard units can be fitted on equalising beams. The standard unit as illustrated has six suckers arranged on a pair of channels welded to crossmembers. This unit has a lifting capacity of 4,000 lb (equal to the weight of a steel sheet measuring 8ft by 4ft by 3in). It bolts directly to the base of the power pack and the six suckers are individually connected through shut-off cocks and flexible tubes to the manifold of the power pack.



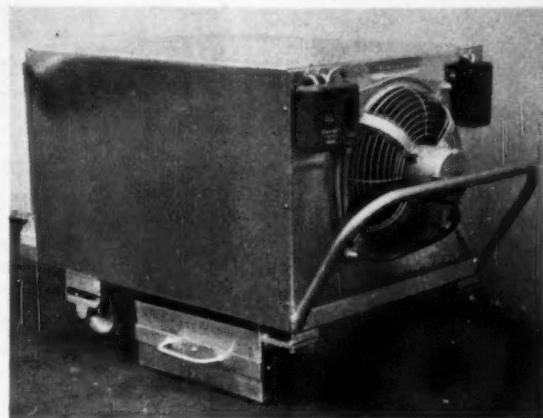
A Peters standard six-sucker Cling Sling unit for lifting steel plate

In addition to applications of the standard six-sucker unit it is possible to make special arrangements, such as a twelve-sucker unit which will lift 8,000 lb. Narrow beams can be lifted by using rectangular suckers. These have a safe load capacity of 400 lb and can be used for lifting pipes of large diameter. The complete unit must be suspended from a crane for lifting and transporting purposes.

PORABLE DEHUMIDIFIER UNIT

A PORTABLE machine which has been designed to combat excessive humidity in ships' tanks when shotblasting, painting and anti-corrosion work is being carried out has been introduced by O. N. Beck & Co, 30 West End Lane, London NW6. Tanker operators, who are much concerned with humidity, will find this machine of particular interest. The unit, known as the Dryzair, due to its rugged construction, is also particularly suited for use in dry cargo holds to keep cargoes fresh and dry, and once sealed in the hold may be left unattended when it will work at maximum efficiency.

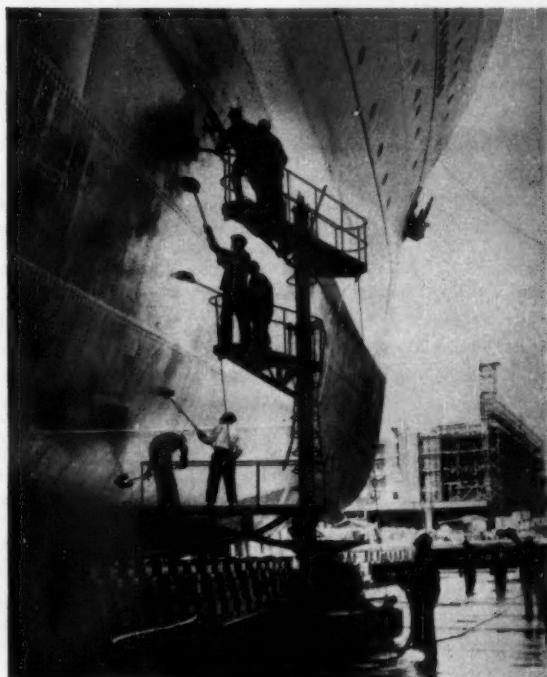
Designed around a standard Frigidaire $\frac{1}{2}$ -hp condensing unit using Refrigerant 12, the machine is constructed on a strong welded angle iron frame, encased in galvanised sheet steel. The whole can be easily moved by means of the lifting handle and the four solid rubber wheels, the rear pair being on castors. The machine can be wheeled over rough ground or small obstacles without undue effort and it can be carried by two men. In operation the Dryzair will extract about five gallons of water per 24 hours under ideal working conditions and using the 3 kW black heat element fitted to the outlet grille, it will automatically warm the air should the tempera-



ture fall below 55 deg F. The thermostat is set at that figure when the machine leaves the works, but it is adjustable and its top range is 70 deg F. Air circulation is provided by a 12in diameter propeller fan moving 33,000 cu ft/hour. The inlet to this fan is protected by a wire safety guard. The condensate is collected in a 5-gallon galvanised container which rests beneath the unit, or arrangements can be made to fit pipe connections for remote drainage. The cost of the unit as standard is £286 net.

AUTOMATIC STAGING

The accompanying illustration shows a patented automatic staging which has been designed by the chief engineer of Akers Mek. Verksted A/S, Oslo, and for which A/S TEMA Maskinfabrik & Mekanisk Verksted hold the rights for sale and production. These stagings can be used in both dry and floating docks, and are always ready for use. They can be propelled at a speed of about 53ft/min and can easily be swung to any point on the ship's side. All platforms can be rotated through 360 degrees and the top platform can be raised or lowered 10ft. The stagings are in use at Kockums Mek. Verkstad, Malmo, as well as at Akers Mek. Verk, Oslo.



NEW CONTRACTS

Shipowners	No. of Ships	Type	Tons d.w. (gross)	Dimensions (ft.) L.b.p. (o.a.) × B × D. (dft.)	Delivery	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
Overseas Yards										
Einar Rasmussen, Kristiansand	1	Bulk carrier	18,000	495.4(528) × 71.5 × 43.4(31)	1962	16	8-cyl M.A.N. diesel	8,400	Verolme Engineering	Verolme United Shipyards

LAUNCHES

Date	Shipowners	Ship's Name and/or Yard No.	Type	Tons d.w. (gross)	Dimensions (ft.) L.b.p. (o.a.) × B. × D. (dft.)	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
Yards in Great Britain and Northern Ireland										
June 1	Union Lighterage Co Ltd	*Tara	Coastal tanker	690 (510)	(171.4) × 33 × 10.5(9.25)	—	8-cyl diesel	660	K-H-Deutz	Henry Robb
June 28	Head Line	Terr Head	Cargo	9,700	—	15	5-cyl Sulzer diesel	—	Geo. Clark	Austin & Pickersgill Bartram & Sons
June 28	Aviation & Shipping Co	Arvisfaith	Cargo	11,200	430.8 × 60 × 38(28.5)	14	5-cyl t/c GV diesel	6,300	N.E. Marine	
June 28	Palm Line	Ilesha Palm	Cargo	8,800 (5,600)	430 × 62.5 × 37(25)	14	4-cyl Duxford diesel	4,500	Shipbuilders	Swan Hunter, Walker Clelands S.B.
June 28	Williamstown Shipping Co	Cernishbrook	Cargo	2,250	—	—	Diesel	1,210	K-H-Deutz	
June 29	Bowater Steamship Co	Nina Bowater (530)	Paper & pulp carrier	5,450 (4,050)	(325) × 50 × 30(24)	12	Sulzer diesel	3,000	Wm. Denny	Caledon S.B. & E.
June 29	Stephenson Clarke Bank Line	Blanchland Weirbank	Cargo	12,450	450 × 62 × 40(29.5)	15	4-cyl diesel	6,640	Wm. Doxford Shipbuilders	Wm. Gray & Co Wm. Doxford & Sons
June 29	—	—	Cargo	12,030	450 × 62 × 38.5	14	4-cyl diesel	4,800	—	
June 29	MacAndrews & Co	Pacheco (529)	Cargo & wine	—	228 × 42 × 21.75	—	t/c diesel	2,000	National Gas & Oil Engine Shipbuilders	Grangemouth Dockyard
June 30	Shell Tankers	Solen	Tanker	65,000 (41,800)	775(817.75) × 112.5 × 57.75(42.5)	16.5	Geared turbine	22,000	—	Swan Hunter, Wallsend
Overseas Yards										
April 29	Elseafarers Inc., Monrovia	Peter L. (167)	Bulk carrier	20,000 (12,700)	545 × 74.7 × 44(30)	16.25	B & W diesel	9,100	Mitsui	Nippon Steel & Tube, Shimizu Howaldtswerke Hamburg
May —	Hamburg-Amerika Line	Blumenthal (952)	Cargo	11,000	475.75 × 63 × 40(30.3)	18.75	M.A.N. diesel	9,850	Shipbuilders	H. C. Stuken Sohn
May —	Leo Adams	Leada (879)	Cargo	7,800	377.25 × 53.1 × 32 (22.18)	14.5	M.A.N. diesel	3,900	—	Stocznia Gdanska Mitsubishi H-I Reorganised Aalborg Vaerft
May 16	Polish Ocean Lines Osaka Shosen Kaisha	Konopnica Norfolk Maru (922)	Cargo	11,700 (12,100)	475.75 × 63.7 × 41(30)	18	Diesel	12,000	Shipbuilders	
May 16	—	—	Cargo	(9,350)	—	—	Sulzer diesel	—	—	
June 13	J. Lauritzen	Nella Dan (109)	Cargo	5,600 (2,200)	400.25 × 59 × 28 (25.75)	18.5	Diesel	8,100	Burmeister & Wain	
June 15	Charente S.S. Co	Dalesmen (506)	Cargo	7,500	400(440) × 59.5 × 36(26)	15.5	5-cyl diesel	5,500	Sulzer Bros	Nederlandsche Dok & Scheeps. Eriksbergs M.V.
June 15	A/B Tirfing	Hemland (536)	Tanker	36,000	645(682.5) × 87 × 48.5	16	B & W diesel	12,500	Shipbuilders	
June 19	Rederi A/B Transatlantic	Arizona (770)	Cargo	7,900/ 9,000 (8,700)	(47.5) × 65 × 29 (25.68 27.5)	17.5	6-cyl GV diesel	7,500	Shipbuilders	Gotaverken
June 21	Stockholms Rederi A/B Svea	Garm (90)	Cargo	2,400	278.9(307.75) × 45.1 × 16.7(16.6)	13.75	5-cyl diesel	2,420	Fiat	Helsingborgs Varfs
June 27	Esso Petroleum Co	Esso Pembrokeshire (1325)	Tanker	77,000	820(856) × 112.5 × 62.5 (47)	17.5 (T)	Geared turbine	26,500	Shipbuilders	A. G. Weser, Bremen
July 2	Lloyd Triestino	Galileo Galilei (1862)	Pass. liner	(27,000)	(701.8) × 94 × (28.25)	26.4	Tw.-scr. de Laval geared turbine	44,000	Shipbuilders	Cant. Riuniti dell' Adriatico, Monfalcone

* Correction to details published SW 14.6.61

TRIAL TRIPS

Date	Shipowners	Ship's Name and/or Yard No.	Type	Tons d.w. (gross)	Dimensions (ft.) L.b.p. (o.a.) × B. × D. (dft.)	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
Yards in Great Britain and Northern Ireland										
June 21	Clan Line Steamers	Clan Forbes (1919)	Cargo	10,000 (9,242)	460 × 62.25 × 37.5	15	6-cyl s/c Sulzer	7,100	Wallsend Slipway	Swan Hunter & Wigham Richardson, Wallsend
June 22	Scottish owners	Maureen Mhor (2197)	Yacht	180	(105) × 21 × 10.75(8.5)	12.25	8-cyl tw.-scr. diesels	400	Gardner	Yarrow & Co
June 27	Ben Line Steamers	Bengloe (499)	Cargo	10,900 (11,460)	549.6 × 71.25 × 30	19	Pametrada turbo	14,000	David Rowan	Chas. Connell
June 30	Pacific Steam Navigation Co	George Peacock (1626)	Tanker	28,500 (18,850)	610 × 80.5 × 45.5 (34.5)	15.75	7-cyl B & W diesel	11,600	Shipbuilders	Harland & Wolff, Belfast
July 2	Shell Tankers	Serenia (161)	Tanker	65,000 (41,800)	775(817.75) × 112.5 × 57.75(42.5)	16.5	Geared turbine	22,000	Shipbuilders	Vickers- Armstrongs, Walker
Overseas Yards										
April —	Kotaka Kisen Kaisha	Ginryu Maru	Chemical tanker	4,370	—	—	—	—	—	Sanoyasu Dockyard
May —	Olsen & Ugelstad, Oslo	Filefjell (1107)	Bulk carrier	24,200	578.2 × 80 × 43.3(30)	13.8	M.A.N. diesel	6,100	Shipbuilders	Kieler Howaldtwerke
May —	St. Gotthard-Schiffahrts, Chur	Castagnola (587)	Cargo	12,100	452.7 × 60.5 × 37.25 (25.75)	15	t/c Sulzer diesel	5,400	—	Fleinsburger Schiffbau
May —	Fearnley & Eger, Oslo	Ferngate (328)	Cargo	13,240	416 × 59.25 × 35.6(28.8)	16.5	M.A.N. diesel	7,000	—	Rheinstahl Nordseewerke
May —	Fleinsburger Dampfer- compagni Harald Schuldt & Co	Ratzeburg (1128)	Cargo	5,652	329.4 × 48.6 × 30(24.1)	14.2	M.A.N. diesel	3,400	Shipbuilders	Kieler Howaldtwerke
May 15	J. Ludwig Mowinckel's Rederi, Bergen	Hitra (897)	Tanker	36,000	638 × 89.5 × 47.8(36)	17	Geared turbine	14,500	Brown Boveri	Bremer Vulkan
June —	Hermann Dauelsberg	Novia (514)	Cargo	12,400 (9,500)	(497.42) × 63.1 × (30.25)	16	8-cyl diesel	7,250	M.A.N.	Lubecker Flender-Werke
June 10	A/S Larvik- Fredrikshavnferjen, Oslo	Cort Adler (245)	Car/pass. ferry	(2,913)	272.33(295.42) × 50.2 × 10.33(13.5)	18 (T)	Two Polar diesels	5,600	Nohab	Trondhjems M.V.
June 13	Cie. General Transatlantique	Fort de France (312)	Refrig. cargo	6,000 (4,990)	346.1(373.5) × 51.9 × 36.1(21.42)	18.2	6-cyl Doxford diesel	7,800	Shipbuilders	Ch. et At de Provence
June 13	Naviera Castilla	Minas Conjurado (C 87)	Bulk carrier	21,300	(590.6) × 74 × 46.4 (30.4)	14	Sulzer diesel	7,300	Maquinista	Empresa Nacional Elcano, Seville
June 14	Ivaran Lines, Oslo	Norholt (158)	Cargo	12,200 (10,300)	380(417.33) × 58 × 34 (29.1)	17.8 (T)	7-cyl diesel	6,300	Burmeister & Wain	Nakskov A.B
June 15	Tonnevolds Rederi A/S	O. T. Tonnevold	Tanker	42,000	(701.1) × 96 × 49.5(36.8)	17	Two 8-cyl GV t/c diesels	19,000	Shipbuilders	Gotaverken

MARITIME NEWS IN BRIEF

INCREASES in rates have been announced by the Far Eastern passenger conference and by conference lines in the trades from the United Kingdom and Continent to India and Pakistan and to Ceylon, and also to the Far East from Western Italy, while a surcharge on cargo from Jamaica to Europe has been imposed immediately. The conference lines point out that since the last general adjustment of rates early in 1957 operating costs outside the lines' control have risen heavily and can no longer be absorbed by the lines if they are to continue to maintain the quality of service the trade requires. Fares to Singapore, Hong Kong and Japan by members of the Far Eastern passenger conference lines will be increased between 5 and 7½ per cent, effective from September 1. The majority of associate member lines will also be increasing their fares from the same date. Increases in rates from September 1 are also announced by the lines serving the trade from the United Kingdom to Red Sea ports.

MR WILLEM RUYIS, the Dutch shipowner, has died at the age of 96. He was a grandson of the founder of the Ruys concern, which includes the Koninklijke Rotterdamsche Lloyd, of which he was a director from 1945. Mr Ruys was a director of Ruys & Sons from 1892 until 1940. Although retired, he maintained an active interest in the affairs of the firm up to last year. He was the holder of Dutch, Belgian and French honours.

M. FRANCOIS CHARLES-ROUX, who has died at the age of 82, was chairman of the Suez Canal Company from 1948 until it was taken over by the Egyptian Government in 1956. Since then he had been honorary president of the reconstructed company, the Compagnie Financière de Suez. He was a distinguished author.

BRIG J. G. BEDFORD-ROBERTS, yachting manager of Lloyd's Register of Shipping since 1953, has retired. He is succeeded by the assistant yachting manager, Capt L. W. A. Bennington, who joined Lloyd's Register a year ago.

REAR ADMIRAL WALTER C. FORD has retired as deputy maritime administrator of the Maritime Administration after 36 years of Naval and civilian government service. Admiral Ford has been deputy administrator since 1954.

* * * *

MR HAROLD MUMMERY, who has died at the age of 69, was a distinguished figure in the marine insurance world. He served with The London Assurance for 50 years, over 20 years as underwriter. When he retired in 1958 he was manager of the marine department as well as underwriter. Mr Mummery was chairman of the Institute of London Underwriters in 1946-47 and chairman of the Joint Hull Committee from 1954 to 1958.

SIR DONALD ANDERSON, chairman and managing director of the Peninsular & Oriental Steam Navigation Company, has been elected president of the Institute of Export.

AT A MEETING of Company and Lloyd's Adjusters of Claims Mr E. A. Firman (Phoenix Assurance Co Ltd) and Mr K. A. Boot (Indemnity Marine Assurance Co Ltd) were elected chairman and deputy chairman respectively for the ensuing year.

MR PHILLIP O'CONNELL PRIMROSE, president and administrateur of Gellatly, Hankey & Co (France) S.A., Marseilles, has retired. He joined Gellatly, Hankey & Co (Belgium) S.A., Antwerp, in 1914 and also served in the company's Port Sudan and Liverpool branches.

MR M. T. MARWOOD has been appointed sales manager of the Marine Department of Associated Electrical Industries Telecommunications Division. He succeeds Mr W. E. Warren, who is remaining with the department in a consultative capacity until the end of November.

MR E. M. HEAP, joint managing director of York Shipley Ltd, refrigeration engineers of London, has been appointed to the board of Le Froid Industriel Brissonneau-York S.A., Paris.

MR JUSTIN H. SCOTT has been appointed to the board of Laurence, Scott & Electromotors Ltd, thus renewing the active participation of the Scott family in the management of the

firm founded by his grandfather in 1883. His father, who died in 1942, was then managing director. Mr J. H. Scott joined the company about ten years ago at the Norwich works, where he has already held executive positions.

MR G. S. HUNTER has resigned from the London board of the British & Foreign Marine Insurance Co Ltd, and is succeeded by Mr G. W. Taylor.

MR RICHARD L. BURKE, president of the Sun Shipbuilding & Dry Dock Co of Chester, Pa, and William Craemer, secretary and treasurer, have retired. Mr Paul E. Atkinson, who has been vice-president and director of operations since 1956, becomes president. Mr Craemer is succeeded by Mr Charles H. Doyle, comptroller since 1945, who also becomes a member of the board of directors. Three additional vice-presidential posts have been created: Mr Arthur A. Holzbaier, in charge of operations; Mr Robert Galloway, in charge of sales; and Mr Charles Zeien, in charge of engineering.

* * * *

CAPT ARTHUR G. PATEY has been appointed to the command of the *Transvaal Castle*, now completing on Clydebank by John Brown & Co Ltd. The *Transvaal Castle* is due to enter the South African mail service of the Union-Castle Line on January 18 next year. Capt Patey is at present temporarily in command of the *Windsor Castle*. Fifty-nine years old, Capt Patey joined the Union-Castle as a junior officer in 1929. After serving in various ranks he was appointed to his first command in the *Rochester Castle* in 1943. Four new ships built at Belfast have left there under his command. Chief engineer of the *Transvaal Castle* will be Mr Arthur Mailer,

UNITED STATES LINES APPOINTMENTS



Mr W. B. RAND (above) has succeeded Mr C. D. Gibbons as president of United States Lines. Mr Gibbons has been elected chairman of the finance committee. Mr Rand, formerly executive vice-president, has been with the company since 1946. Mr TARLETON WINCHESTER (above, right) who has been European general manager of United States Lines Operations Inc since 1959, has been appointed vice-president of the parent company with offices in London. He is succeeded as European general manager of the operating company by Mr J. MARSHALL GAFFNEY (right), who has been with the company since 1933 and in the European organisation since 1936. His promotion is from European freight manager, a position now filled by Mr P. M. Edwards. Another appointment announced by the company is that of Mr G. F. Moller as district freight manager with headquarters in Paris, successor to Mr Edwards



HECTOR WHALING APPOINTMENTS

MR G. F. BEDFORD (left) and **MR J. A. THOMSON** (right) have been appointed directors of Hector Whaling Ltd following the acquisition of that company by the British & Commonwealth Line Ltd. Sir Nicholas Cayzer and Lord Rotherwick, whose portraits were published on this page a fortnight ago, are the new chairman and joint deputy chairman respectively. Mr Bedford joined the Clan Line in 1933 and served in various departments until 1939. After war service he returned to the London office and was appointed assistant manager of Cayzer Irvine & Co Ltd in 1950. He is now a director of several firms in the group. Mr Thomson joined Cayzer Irvine & Co Ltd in 1953 as an executive director and also became a director of Clan Line Steamers Ltd. He is also a director of the British & Commonwealth Line Ltd, the Union-Castle Mail S.S. Co Ltd and a number of other companies in the group.

who also joined the company in 1929. His first appointment as Chief Engineer was to the *Llandovery Castle* in 1947.

PALM LINE LTD have moved to new offices at Shelley House, Noble Street, London EC2 (PO Box 246). The telephone number is Monarch 7311 and telex 21355.

THE ADDRESS of the Golden Cross Line Ltd is now Portfield House, Adelaide Street, Docks, Cardiff.

F. PERKINS LTD, of Peterborough, has signed an agreement to manufacture NSU Wankel engines under licence in the United Kingdom. The Peterborough firm has also signed an agreement for Perkins diesel engines to be manufactured under licence by Fast S.A. Commercial e Industrial, of Buenos Aires.

MIRRLEES, BICKERTON & DAY LTD have received an order worth £500,000 from Centromor Ltd of Warsaw for 13 Mirrlees KLSSMR 6-cylinder turbocharged diesel engines, each developing 1,600 bhp, to be installed in distant water stern trawlers being built at the Gdynia shipyard. Delivery of the first engine will be in October 1962.

INTERNATIONAL PAINTS are pioneering the local manufacture of paint in Nigeria. Their new factory, which is now being built at Ikeja, 14 miles N.W. of Lagos, adds one more link to their chain of 26 plants which span the world.

IN ORDER to speed delivery from stock, Martin, Black & Co (Wire Ropes) Ltd of Coatbridge, near Glasgow, have opened a wire rope depot at 4 Stockbridge, Manor Chare, Newcastle 1. The north-eastern area office, under the management of Mr. A. R. Jenkin, has also moved to the new address.

* * * *

THE MINISTER OF TRANSPORT has made the Merchant Shipping (Fees) Regulations, 1961, and the Load Line (Amendment) (No 2) Rules, 1961, prescribing increased fees for surveys and other services under the Merchant Shipping Acts. The increases became effective from July 1. Copies may be obtained from H.M. Stationery Office, and a revised edition of the booklet "List of Fees and Expenses payable in connection with Marine Surveys and other Mercantile Marine Services" is also obtainable from the Stationery Office (price 2s, or 2s 3d by post).

DUE TO REORGANISATION within the Keizer Group of Companies, Solastos Ltd, a wholly-owned subsidiary of L. Keizer & Co Ltd, has been incorporated in L. Keizer (Technical

Products) Ltd, importers and distributors of specialised plywoods and fabricated panels of Kingston-on-Thames.

FOR THE first time, the Cunard liner *Mauretania* is to make a Mediterranean cruise, beginning at New York on 3 February 1962 and ending there on March 13. There will be 16 ports of call and the minimum charge will be £352. Normally the *Mauretania* cruises from New York to the West Indies during the winter season.

MR DUGALD McDONALD and Mr Samuel S. Ross have been appointed directors of the shipbroking company of T. L. Duff & Co Ltd, Glasgow.

ALL-NIPPON AIRWAYS, Japan's largest domestic airline, has purchased three British Viscount 828 aircraft and three Dutch Fokker Friendships. The company is to purchase three more of each next year.

DURING the first quarter of this year 23,798,000 tons of cargo was handled in the port of Rotterdam as against 19,866,000 tons in last year's corresponding period. This represents a rise of 20 per cent. If the current rate continues the port will approach a total of 100 mn tons this year.

A FOUR-DAY CONVENTION on Consumer Packaging for Export is to be held in London on September 6, 7, 13 and 14, during the run of the International Packaging Exhibition at Olympia. The Convention will be organised by the Institute of Packaging in cooperation with the Export Council for Europe and the Western Hemisphere Exports Council.

THE GERMAN shipping firm Sartori & Berger, of Hamburg, are including Amsterdam as the last port of call on the Continent in their Canada/Great Lakes service. The first ship in this direct service is the *Alexandra Sartori*, which was due to leave Amsterdam on July 4.

THE NEW motorship *State of Rajasthan*, built for the Eastern Shipping Corporation, Bombay, at the Hindustan shipyard, Visakhapatnam, is to inaugurate a fast cargo service between Karachi and ports on the west coast of India and Pakistan and the Straits, South-East Asia and Japan.

THE PORT OF NEW ORLEANS set a new record of 12.5 mn tons of foreign trade last year.

FIFTY YEARS AGO

From THE SHIPPING WORLD of 5 July 1911

The week's development of the seamen's strike at the port of Liverpool has created a situation of great perplexity and delicacy as a result of the dockers and other transport workers having joined issue with the seamen, firemen, and stewards, and further, because of the strikers having revolted against their leaders in almost every instance where they have arranged a settlement, and for the men to return to work. Encouraged, no doubt, by the concessions that the various steamship lines have made in respect of wages, the strike committee have urged the men not to return to work until recognition of their respective unions was also conceded, and it is in regard to this claim that the two parties have been brought into conflict, and around which the battle is being waged the fiercest. Thus when the question of the sailors' and firemen's wages had been all but satisfactorily arranged, the dockers have co-operated with the insurgent seamen and firemen, with the stewards and the carters, in a joint demand for full recognition by shipowners throughout the port of all the unions.

The Orient steamer *Orama* was launched by Messrs. John Brown & Co., Ltd., Clydebank, on June 27. She is the sixth liner built for the Orient Steam Navigation Co. within the past three years and was ordered in accordance with the firm's 12 years' mail contract with the Commonwealth Government. She is intended to sail for Australia in November and has a gross tonnage of about 13,000 tons. Accommodation is provided for about 450 first and second class passengers and over 630 third class.

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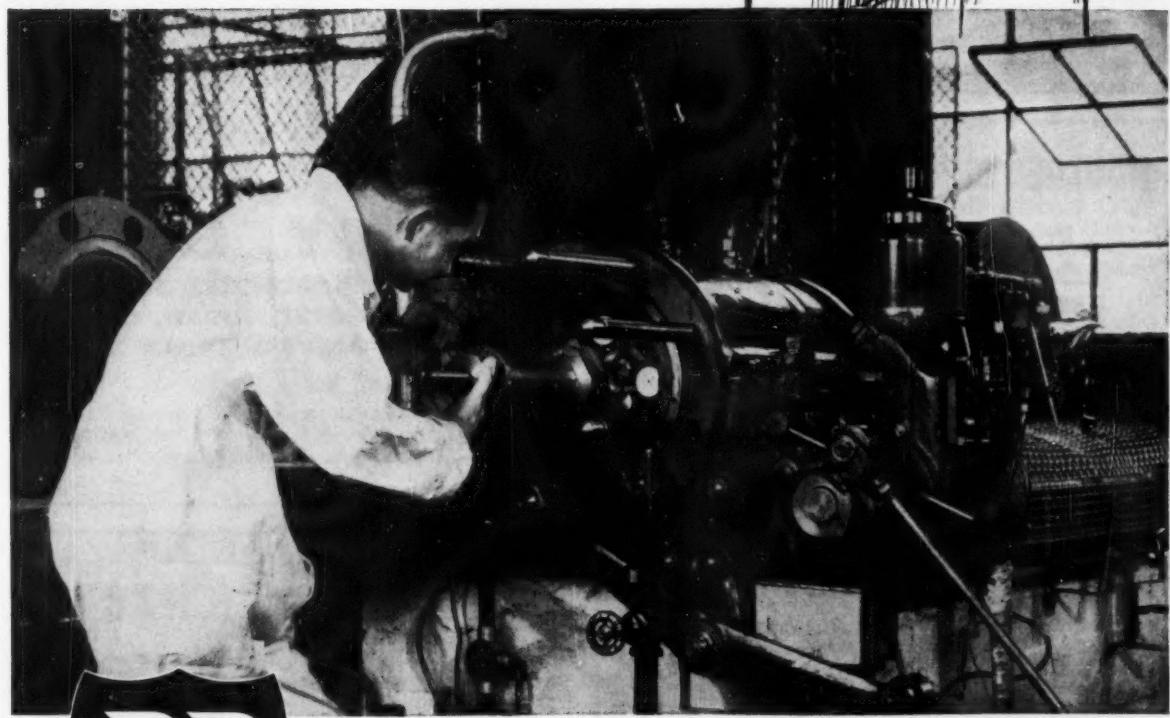
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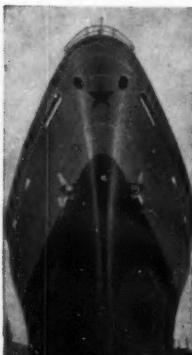
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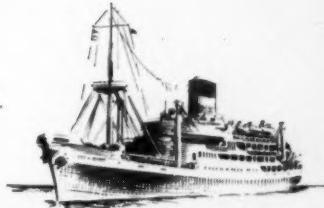
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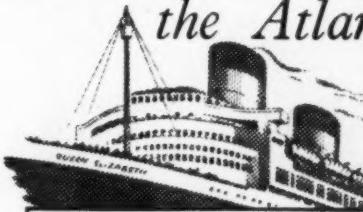
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